Weather
Probably fine today. The maximum temperature yesterday was 62.2 and the minimum 43.2, the figures for the corresponding day last year being 59.9 and 32.

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ENEMY COLONIES ARE ASSIGNED TO ALLIED POWERS

Forecast Is Given Of How Various Territories Will Be Allotted

ALL BY MANDATE

Possessions Will Be Held Under Authority Of League Of Nations

WILL DIVIDE NAVY

Britain And U.S. Agree To Sink German Ships Given Them

(American Wireless To Reuter)

Paris, March 14.—(Received at French Wireless Station).—The Paris Temps publishes a forecast of the eventual partition of the enemy territories under the mandatory system as follows: France receives Syria, including Damascus and Alexandretta, also the greater part of the Cameroons and Togoland. Great Britain receives Mesopotamia, Palestine and German East Africa. Australia receives the German Islands south of the Equator, except Samoa. Italy receives the stretch of territory between Smyrna, which will be given to Greece, and Armenia. The United States gets Armenia. Japan receives the German Islands north of the Equator. New Zealand receives Samoa.

It is understood the Powers have agreed to distribute the German fleet among themselves, Great Britain and the United States having coming to an agreement among themselves on the necessity of sinking their respective shares.

Change Of View On League

There has been an important change of French public opinion concerning the League of Nations. There is a great deal of skepticism on the League not being a practical measure, although it is now recognised that the League can be a safeguard of France.

The five great Powers have given instructions to M. Andre Tardieu, president of the commission studying the Belgian claims, to discuss with benevolence the territorial rectification of Belgium, even where those go beyond the international treaties of 1830 and 1839, and the demand for a portion of the German Palatinate.

It is worthy of note, says the Temps further, that France, which is more than any other country interested in the future military strength of Germany, has left it to the Allies to impose stronger terms than suggested by herself. The British view is to permit Germany solely an army of volunteers of 70,000 men.

Allied Heads Meet

(Reuter's Agency War Service)

Paris, March 7.—A most important conference between Mr. Lloyd George, Colonel House and M. Clemenceau was held at the French War Office today, most of the principal questions being discussed and the three reaching an agreement as to their common action before the Peace Conference with a spirit of co-operation and sympathy.

Concerning the ultimate disposal of the German fleet, it is understood that the Powers have agreed to distribute the surrendered German war vessels among themselves and that Great Britain and America are in accord concerning the necessity of sinking their respective shares.

Le Temps gives a forecast of the eventual participation of the enemy territories under the mandatory system. France receives Syria, including Damascus and Alexandretta, and also the greater part of the Cameroons and Togoland; Great Britain receives Mesopotamia, Palestine and German East Africa. Australia receives the German Islands south of the Equator, except Samoa; Italy receives a stretch of territory between, . . . and Smyrna, which will be attributed to Greece and Armenia; the United States receives Armenia. Japan receives the German Islands north of the Equator

(Continued on Page 4)

New Regulations Drafted To Govern Repatriation Of Germans Still To Go

Chinese To Take Matter In Own Hands Hereafter, Bureau Announces, But Allied Officials Say They Have Not Agreed

Regulations for the repatriation of remaining enemy subjects, issued by the Ministry of the Interior, were announced by the Bureau of Repatriation yesterday but Major A. H. Hilton-Johnson said last night that Allied officials have not agreed to the rules. Action will probably be taken tomorrow when the regulations will be submitted to representatives of the Allies.

The new rules which are to "facilitate the repatriation program," according to a representative of the Bureau, take practically all of the arrangements out of the hands of Major Hilton-Johnson and place them under General Lu Yung-hsiang, and specify that the Allied representative should submit all matters pertaining to the repatriation of the second lot of Germans and Austrians to General Lu before they are carried out.

Three-Hour Conference

The regulations were announced following a three-hour conference attended by General Lu, Admiral Tsai Ting-kan, Sir Everard Fraser, Major A. H. Hilton-Johnson and Mr. Herbert Phillips of the British Consulate but only one of the clauses were discussed at the meeting, Major Hilton-Johnson said later.

It was agreed yesterday that all Germans and Austrians who reside either in the International Settlement or Chinese territory are to be interned at the embarkation depot with enemy subjects from the outports and interior seven days prior to the sailing of the Antiochus.

The question of the status of German physicians arose and was discussed. It is understood that previous exemptions still hold. Allied officials have not made any definite announcement regarding the deportation of Dr. Birt, Dr. Blumenstock and Dr. Gerngross, preferring to delay a decision until the number of available physicians is known. Plans for transporting enemy subjects from the interior and outports, the internment camp and a number of other problems arising in connection with arrangements to be made before the Antiochus sails were among the thirty topics discussed.

It was also announced yesterday that George Simnecker is still at large and that Chinese police are watching closely the movements of Dr. Birt and Dr. Blumenstock, now in the Chinese City. No definite news has been heard of the whereabouts of Dr. Dubois Reymond, Dr. Fisher and Dr. Gerngross. They are believed to be at the Woosung Medical College.

Regulations In Detail

The rules which are to govern the repatriation of remaining enemy subjects, as announced by the Bureau, follow:

1.—These regulations issued by the Ministry of the Interior have been approved by the Allied Ministers and will be sent to the Military Governor of Shanghai and Sungkiang for announcement. After having been countersigned by the Senior Consul they will be posted in the Settlement and should be strictly observed by Chinese and

(Continued on Page 5)

American Soldiers In Northern Russia

YANKS IN SIBERIA.

One of the first pictures received here showing American soldiers in Northern Russia. The photograph of the Yanks was made outside the Smolny Barracks at Archangel, where the American Red Cross is caring for their needs. Lieutenant Wesley Wright, of Chicago, is shown on the left wearing the Winter outfit of the American officers.

WILSON BACK IN PARIS, OFFICIALLY WELCOMED

President Received By French Government Heads And Is Given Warm Reception

(French Wireless)

Paris, March 14.—(Via Lyons and Koukaza). The President of the United States and Mrs. Wilson, coming from Brest by special train, arrived yesterday in Paris at the Gare des Invalides. They were greeted by the President of the Republic and Madame Raymond Poincare and by M. Clemenceau and M. Stephen Pichon, assisted by their colleagues in the Cabinet. A very warm ovation was given to President Wilson at the moment he was entering his automobile to proceed to the Hotel de la Place des Etats-Unis.

Wilson Hopes For Speed

(American Press Wireless)

On board U.S.S. George Washington, March 12.—President Wilson is feeling more vigorous than at any time previously. Since his departure he has devoted some time to the approaching talks in Paris. The progress made in Paris during the President's absence encourages the hope that he will be able to make his stay shorter than was expected.

President Wilson is planning to expedite the Conference as much as possible. For the first time in many days Dr. Grayson was willing for President Wilson to attend the movies, which he did tonight. A new escort of destroyers from the Azores came up this afternoon and joined the George Washington.

President Wilson devoted today to winding up all loose business ends preparatory to his arrival in France. He hopes to arrive at Brest sufficiently early on Thursday to enable him to continue his journey to Paris the same night, reaching there on Friday morning. It is expected now that the plenary session will be called within a week of his arrival, when the labor and other committee programs will be submitted. The President is also expected to meet the Supreme War Council, possibly on Saturday, when he will make known his position. The military and naval terms are already drafted and their acceptance by the German delegates will enable the Preliminary Peace Treaty to be signed.

President Wilson has taken up active preparations for the Peace Conference and is exchanging wireless messages with labor representatives, and he hopes to clear up some important questions which have been pending at the Conference during his absence in the United States.

(Reuter's Agency War Service)

Washington, March 4.—President Wilson is sailing tomorrow without having a definite promise what the attitude of the next Senate will be towards the League of Nations.

BRITAIN COMMANDS WORLD AIR ROUTES

Appointment Of Commission And Establishment Of Stations Are Being Urged

(Reuter's Agency War Service)

London, March 4.—The Paris correspondent of the Times, dealing with commercial aviation, emphasises that the British Empire holds a very strong position since the two great world air routes, namely, from Europe to Australia via India and from Cairo to the Cape, lie largely over British territory and urges the establishment of supply and repair stations on these routes as soon as possible and the appointment of an Imperial Air Commission to decide what proportion of the cost should be borne by the Dominions and colonies and to resolve on the standardisation of one type of engine and aeroplane for the route.

He contends that there must be a standard British engine for the whole empire because stations on the Imperial Air routes will not be able to stock spare parts for more than one type of engine and machine or be staffed with mechanics expert in more than one machine.

The immediate adoption of a standard engine would compel other countries using British routes to adopt British engines and British machines, giving the British industry the practical monopoly of commercial aeroplanes in the eastern hemisphere. He concludes by emphasising the strategic values of the above routes, which enable the Imperial Air forces to concentrate speedily on Egypt.

RESOURCES OF THRACE TOLD TO COMMISSION

Representatives Assert Country Affords Opening For Use Of European Capital

(American Press Wireless)

Paris, March 12.—The Commission of Greek officers heard the Thracian representatives, Mr. Wamvarts, former Deputy to the Ottoman Parliament, and Mr. Antoniades, an engineer born in Adrianople. The memorandum presented by Mr. Antoniades deals with the part played in Thrace by the Greeks with regard to the economic life of the country and insists upon the fertility of that region where European industries and capital might be engaged in a very profitable way, such as agricultural industry, manufacturing industry, commercial industry, etc., while the Turks position is very different. It also gives detailed statistics on the agricultural production in Thrace, showing that this country may become a great exporter of cereals directly an era of liberty begins there and some great industrial work is done.

LOYAL TROOPS GAINING AGAINST SPARTACISTS

Rebels Have Strongholds In Berlin Suburbs And Fighting Occurs In Other Towns

(American Press Wireless)

Paris, March 12.—Spartacist sedition is being carried on in the eastern and southern suburbs of Berlin. Neukoelln and Lichenberg are the two chief Spartacist strongholds and the Spartacists have adopted a new technic which appears to have given them satisfactory results. When they see they are going to be captured they run away and abandon their arms so as to escape the rigors of court martial.

The Government troops are progressing, but slowly, and the military authorities have sent for more reinforcements. It seems that a few days more will be necessary to restore the situation. On March 10 the Government troops occupied Lichenberg. On their arrival most of the insurgents took to fight, others sought shelter in a lunatic asylum, where they attempted to organise but were soon compelled to surrender.

On the same day the Spartacists tried a new attack which completely failed. Most of them retired in disorder but the Spree in the district of Rummerberg, Johanisal, Schoenvaece and Frederickshafen are in the hands of the Government troops. The few Spartacists who remained in the town are trying to create disorder there. They have blockades in some of the streets. The vigorous measures ordered by Noske are being executed. Thirty rebels have been shot and the Marine Division has been abolished.

Bale, March 5.—A message from Berlin states that the Government has 28,000 troops in Greater Berlin.

Strike disorders are general in many large cities and are complicated by strikes of the middle classes. Thus anarchy reigns in Zeitz, which is in darkness, and many persons have been killed and wounded by shooting in the streets. The doctors of Leipzig refuse to attend patients until the lighting, water, food and tramway services have been restored. The position is quieter in Dresden and Wittesaberg, where negotiations between the middle classes and the workmen are in progress, but bloodshed and looting are reported at Magdeburg and Hanover. The Spartacists at Weimar tried to seize the telegraph station in order to cut the wires but were repulsed. A deputation of strikers at Weimar requested the withdrawal of the troops going to Berlin but their request was refused.

A message from Frankfurt states that four officers of the Guards have been arrested in Bale as being responsible for the deaths of Dr. Liebknecht and Rosa Luxemberg, the Spartacist leaders, who were insufficiently guarded.

(Reuter's Agency War Service)

Bale, March 4.—At Halle serious fighting between the Spartacists and Government troops culminated in the capture of the theater, the Spartacist

(Continued on Page 4)

Self-Determination For Ireland Is Urged By U.S. Congressmen

Lower House Passes Resolution To Peace Conference After All-Night Session

(Reuter's Agency War Service)

Washington, March 4.—The House of Representatives adopted by 216 votes to 41 the resolution moved by Mr. Gallagher, which expressed the hope that the Peace Conference would favorably consider the claims of Ireland to the right of self-determination, after a turbulent all-night sitting. A number of members emphasised that the internal affairs of Great Britain do not concern the people of America.

The Senate ignored the question.

Crowd Throngs Jetty When Empress Leaves

Boy Scouts, With Bands, Line Foreshore As Tribute To Scout Master Lloyd

Taking a full list of passengers from this port the Empress of Russia of the Canadian Pacific Ocean Services left here last night on the first voyage to Vancouver since the steamer was released for passenger service by the British Government.

The tender left the Customs Jetty at six o'clock with a big crowd thronging the jetty and the pontoon bridges, patrols of the Boy Scouts with two bands standing at attention on the foreshore and Chinese wishing the passengers and steamer good luck with the usual fire works.

The Boy Scouts were there in honor of Mr. Fitzroy Lloyd, formerly District Scout Master of the Baden-Powell Scouts, who left for England.

The liner took several prominent people including Mr. R. C. Hartman, Mr. E. A. Measor, Mr. and Mrs. H. H. Arnhold, Mr. M. Speelman, Mr. and Mrs. E. Himrod, United States Consul J. Paul Jameson, Captain J. B. Fearn, R. A. M. C., Mr. C. Jedlicka, Misses Aileen and Doris Woods, Mrs. Harry Woods, Mr. and Mrs. E. H. Poskitt and family, Mrs. N. L. Sparke, Mr. J. Jardine, Dr. J. W. Ross, Mr. and Mrs. M. Zankl, Mr. and Mrs. P. Fenninger, Mr. Andre Davico and others.

Empress Of Asia Today

The Empress of Asia arrived at Woosung at midnight from Vancouver and the tender with passengers and mails will dock at the Customs Jetty this morning at nine o'clock. The outgoing tender, taking Manila and Hongkong passengers, sails at seven o'clock this morning.

The China Mail Steamship Company liner Nanking left Yokohama at nine o'clock yesterday morning and will dock at the China Merchants' Central Wharf Tuesday at noon. The Nanking brings 1,350 tons of cargo to Shanghai.

16,000 MARINE WORKERS ON STRIKE IN NEW YORK

Shipping At Standstill As Result Of Dispute Over Hours And Wages

(Reuter's Agency War Service)

New York, March 4.—16,000 marine workers have gone out on strike, demanding an eight hour day and a thirty percent increase in wages. Shipping is at a standstill.

Soldiers' Councils Forbidden By Swiss

Penalty Also Affixed For Circulating Rumors Prejudicing Army Discipline

(Reuter's Agency War Service)

Berne, March 5.—The Federal Council has prohibited the formation of Soldiers' Councils under penalty of imprisonment not to exceed two years, while it also threatens severe penalties for the dissemination of false news likely to prejudice the discipline of the army or to alarm the population.

MUSEUMS GET BACK LOOT FROM GERMANS

Pictures And Art Treasures That Foe Stole In Northern France Are Being Returned

(American Press Wireless)

Paris, March 12.—The museums in Brussels in which have been deposited the art treasures which the Germans stole from museums and castles in North France are being gradually emptied of such treasures. According to information received by Le Temps, Lille has just received three vans loaded with pictures from its own museum, while two vans loaded with all sorts of stolen goods taken from the region of Laon have been sent to this town. Ten more have been unloaded at Valenciennes, and the boxes of goods deposited in the vaults of the museum.

The contents of these boxes will soon be verified in the presence of German delegates by delegates of the French Government. Their contents comprise among other rare and valuable collections the most precious manuscripts of the museums and archives of the French Northern Departments, medallions carved in wood, stolen from St. Gerys Church, belfries taken from Cambrai Guildhall and some splendid furniture belonging to the Prince of Monaco, the Marquis and other rich persons living in that region. The pictures and statues stolen from the museums of Dovas, Valenciennes and Lille will shortly be sent back from Brussels.

Haig And Robertson Given New Commands

(Reuter's Agency War Service)

London, March 13.—Official. Field Marshal Sir Douglas Haig is appointed Field Marshal Commanding-in-chief the forces in Great Britain and General Sir William Robertson is appointed General Officer Commanding-in-chief the Army of the Rhine.

JAPANESE ATTACK U.S. TROOPS, STONE AMERICAN CONSUL

Riot In French Concession Tientsin, Proves To Be Sensational Affair

TOWN TERRORISED

Request Of U.S. Officers For Release Of Soldiers Is Refused

FOUR IN HOSPITAL

One Left To Lie Naked And Unattended On Police Station Floor

China Press Correspondence

Tientsin, March 13.—A riot took place in the French Concession Wednesday night when about 150 Japanese soldiers with fixed bayonets and half a dozen mounted Japanese officers and the Japanese Consul on horseback and hundreds of Japanese civilians took possession of Rue Chaylard from Rue du Baron Gros to the Empire Theater.

Every American soldier who happened to be passing in the vicinity was seized by the troops, while the civilians threw stones and bottles. In the fracas one American soldier was brutally cut up while another was wounded and arrested by the Japanese gendarmes in the French Concession. According to the Japanese authorities, ten of their countrymen were injured.

On Tuesday night an American soldier was assaulted in the Japanese Concession by a band of Japanese hooligans, among whom, it is believed, were gendarmes in civilian clothes. A member of the military police who tried to take possession of the American soldier was also set upon and brutally attacked. Two other American soldiers who happened to be in the neighborhood were also attacked. The four Americans are now in the hospital of the 15th Infantry.

Military Police Put On Guard

On account of this the Japanese Concession was put out of bounds for American soldiers on Wednesday and to prevent them from going into the Concession a detail of military police was stationed near the boundary between the French and Japanese Concessions. The result was that about fifteen American soldiers congregated near the Kwang Ming Theater. Because of the incident of the night before, it appears that the word had been passed around among the Japanese that the American soldiers had gathered to make trouble for the Japanese and rocks were thrown at them by Japanese.

A fracas ensued and the Japanese made an attempt to drag several American soldiers into the Japanese Concession. By this time an enormous crowd of Japanese civilians had gathered on Rue Chaylard and the Americans found themselves surrounded by a hostile and menacing mob, who pelted them with stones and anything they could lay their hands on.

Japanese Soldiers Called

In the meantime news of the disturbance had been carried to the Japanese police headquarters which communicated with the military authorities and a company of about 150 soldiers was sent into the French Concession. These soldiers were armed with rifles with bayonets fixed and were commanded by mounted officers. When the American soldiers saw the armed Japanese coming, they tried to withdraw. Then the Japanese charged the crowd, driving everyone before them, Americans, Chinese, French, ricsha coolies, etc. The patrol came up as far as the Empire Theater and met a soldier who had been walking along the street unawares of what was happening.

The American asked, "What do you want of me?"

American Officers Ignored

No one answered. He was grabbed and held. An American civilian passing in a ricsha demanded the release of the soldier. No reply was made to him. Major Arthur Bassett happened along and

he demanded the release of the soldier. Lieutenant Maxwell was on the street and he offered to take the soldier into custody and to give the Japanese a receipt for him. The Japanese refused to recognise him. Again the mob became menacing. The Americans and a Japanese officer walked to the open lot adjoining the Empire Cafe. There they met Mr. Kamei, the acting Japanese Consul-General, who was on horseback.

Major Bassett requested the release of the soldier. Mr. Kamei simply repeated Major Bassett's request and made the suggestion that the American troops be removed and the Japanese would retire several paces and that then he and the Americans might talk it over.

Major Bassett said that there was nothing to talk about at that time. He said that the immediate need was to quell the disturbance and suggested that the American soldiers should return to barracks and that the Japanese should be sent out of the French Concession and the matter be talked over later by the interested Consuls.

Japanese Mob Charges

He then suggested to Lieutenant Beck, who was in charge of the military police, that they retire to beyond the Empire Cafe. This was done, but the crowd began to throw stones at the American officer in the presence of the Japanese Consul-General. Then someone shouted something in Japanese and the Japanese soldiers and civilians charged up the street. The American soldier who had been detained by the soldiers meanwhile made his escape.

The Japanese Consul-General had said during his conversation with Major Bassett that he had attempted to communicate with Mr. Heintzleman, the American Consul-General, but had been unable to find him.

The Japanese then gathered in front of the Empire Cafe. Three civilians, one dressed in a kimono and the other two in semi-foreign clothes, entered the cafe and, forcing their way through the groups of astonished guests, among whom were several ladies, insisted upon searching all the premises of the cafe. Two of the men were noticed to be armed. In order to prevent a disturbance inside of the cafe, they were permitted by Mr. Bari to make their search.

When the search party returned to the street, they reported to their countrymen that they had found nothing inside. Captains Landreth and McDonnell, who had been sent for, came upon the scene and it was decided to proceed to the Japanese police station to secure the release of American soldiers reported to have been arrested and confined there. They requested that a Japanese officer accompany them. The officer with whom they conferred spoke only Japanese and French and Mr. Muling was asked to act as interpreter. Messrs. McGowan and Lucker offered their automobile to take the party to the Japanese Concession.

The following persons were in the party that proceeded to the police station: Captains Landreth and McDonnell, Messrs. Muling, Sokolsky, Lucker and McGowan and the Japanese officer. As the car started from the cafe, a shout of "Banzai" went up and a Japanese rushed out and struck Mr. McGowan, who was sitting next to the Japanese officer, over the head knocking his hat off and breaking his glasses.

Refuse To Release Americans

When the party arrived at the Japanese police station, Captain Landreth demanded of the Inspector of Police, C. Kaneko, the release of all American soldiers held under arrest. He requested that any American soldiers seized by the Japanese authorities be turned over to him and that he would give a receipt for them. At this point, Mr. Kamei, the Acting Consul-General, arrived and Captain Landreth made a similar request to him. At the same time, he informed him that if he had any charges to make against the men, they should be made through the American Consul-General. Mr. Kamei then consulted with Mr. Harada, the Acting Chairman of the Japanese Municipal Council. He then queried, "If I have any charges to make against these men I must make them through the American Consul-General?"

Landreth replied in the affirmative and Mr. Kamei then said, "If you wish to communicate with me you must do so through the American Consul-General."

American Consul Called

Captain Landreth then stated that he would send for Mr. Heintzleman and Mr. Kamei remarked that he would very much like to see Mr. Heintzleman. Messrs. McGowan and Sokolsky then proceeded to the American Consulate after an unsuccessful attempt to reach Mr. Heintzleman by telephone.

Mr. Heintzleman arrived at the Japanese police station at 1 a.m., to find that Mr. Kamei had not awaited his arrival. Mr. Heintzleman asked the Inspector of Police whether any Americans had been arrested. The Inspector of Police through an interpreter replied that no Americans were in the hands of the police. Mr. Heintzleman then asked whether any Americans were held by any Japanese authorities to which the inspector replied most emphatically that no Americans were detained. Upon Mr. Heintzleman's request to see Mr. Kamei, he was informed that Mr. Kamei had gone to the gendarmerie to investigate the matter. It later developed that Mr. Kamei in the company of Major Uyeno had proceeded to the Astor House to consult with Colonel Wilder.

Mr. McGowan discovered an American army hat lying on the floor in a corner of the police office. When asked to account for this, the police interpreter stated that the hat was the property of an American soldier who had assaulted a Japanese. It was noted that the hat was saturated with blood on the inside. The American Consul-General was assured that the Japanese authorities had only the hat and that the owner was not in custody.

U.S. Soldier Found Wounded

While this conversation was going on, Mr. Sokolsky heard groans from the courtyard adjoining the police station. Upon investigation he found that an American soldier, absolutely naked from the knees to the shoulders, was lying upon the stone pavement. The American soldier was moaning, "My left side is paralysed." "Cover up my legs, they're freezing."

Most of his remarks were incoherent. Some Chinese attendants surrounded him but no one made an effort to relieve him although he was bleeding profusely from dozens of cuts and stabs in the head, shoulders and body. Although the soldier was suffering terribly the Japanese authorities did nothing to help him and although repeatedly requested by the Americans present to take him inside the building, they did absolutely nothing. Not even a drink of water was given him, although he was continually begging for water.

The Americans finally took the matter in their own hands. Captain McDonnell and Mr. McGowan carried him into the building and laid him out on a flat-top desk. Applications for drinking water still being unheeded, Mr. Sokolsky seized a pot of tea from one of the desks in the police station and gave the soldier a drink.

Direct Lie Is Charged

Mr. McGowan and Captain McDonnell were then sent to get Major Guthrie, the American army surgeon. While they were away, Mr. Morikowa entered the police station. The Americans then told him that they had been lied to, that the police inspector had told them that there were no Americans under arrest when as a matter of fact they had discovered this soldier, brutally wounded, lying naked on the paving of the court-yard.

The soldier was shown to Mr. Morikowa. He was then asked to ascertain whether other Americans were detained. Mr. Morikowa then put the question to the Inspector of Police who told him that another American was under arrest. The American Consul-General then demanded to see the man. Mr. Morikowa translated the request to the officials and recommended that the man be shown to the American Consul. The Americans, Mr. Morikowa and the Inspector of Police then proceeded to the prison where an American soldier, bruised on the forehead, was standing in a cell behind bars. In this cell there were no facilities for sitting or lying. Had the man not been found, he would have been forced to stand up during the entire night or sleep on the stone floor.

The soldier explained to the American Consul-General that he was a corporal of the military police and that he had been detailed to service in the Kuang Ming Theater in the French Concession. When the fracas commenced he tried to order the Americans away when he was hit on the head and knocked unconscious by a Japanese. When he came to, he was bound and was dragged from the French Concession to the Japanese police station.

Mr. Heintzleman pointed out to Mr. Morikowa that he had been lied to, that the police officers had denied repeatedly that any Americans had been in their custody. He demanded that the man be turned over to him forthwith. Mr. Morikowa then translated Mr. Heintzleman's request to the Inspector of Police. The latter replied that he had no authority to act in the absence of the Japanese Consul.

Consul Demands Release

Mr. Heintzleman then said that as American Consul-General he insisted that this American citizen and American soldier be turned over to him and that he would remain until he had his men. Mr. Morikowa and the inspector consulted with each other and finally Mr. Morikowa said that the inspector in spite of the danger of incurring the disfavor of his superiors would hand the man over. He was, however, called away and Mr. Morikowa and the American Consul took the lock off the door to the cell and the corporal was released.

When the corporal entered the police office he was asked where his hat was. He did not know. The American army hat which had been found on the floor of the police office was identified by the corporal as belonging to him.

Meanwhile the American Consul-General asked whether the Japanese intended to do nothing to relieve the American soldier who was lying on a flat-top desk in a cold room, uncovered and bleeding. The Japanese after a long delay sent for a surgeon from the Union Hospital. The Japanese sent for a blanket and from somewhere in the Japanese police station an American army blanket was brought to cover the man. Then a Japanese surgeon arrived and the soldier, carried on a board, was taken to the Japanese Union Hospital. Major Guthrie arrived shortly after and found the Japanese surgeons commencing to sew up the muscles in the man's arm where he had been cut to the bone, the gash being four or five inches long and nearly two inches deep. Major Guthrie stopped the operation and took charge of the man himself, binding him us so that he could be taken to the American military hospital in the army ambulance which had arrived.

It was discovered before the party left the police office that the clothes of this soldier had been in the office of the Police Inspector all the time. These clothes were absolutely free from blood stains although the man was absolutely covered with blood.

Mob Stones American Consul

Upon leaving the hospital it was thought advisable by the Japanese officers to send an escort of Japanese soldiers under an officer with the ambulance. The ambulance was proceeded by a motor car containing Americans and was followed by another in which was the American Consul-General. Half way from the hospital to the French Concession, a horde of Japanese approached the motor car and one Japanese armed with a baseball bat attempted to strike the driver of the first car. The soldiers made no attempt to stop the crowd and then Major Guthrie demanded of a Japanese officer that he arrest the man which he refused to do. The American Consul-General's motor car was stoned. A Japanese soldier left the detail escorting the ambulance and trailed the American Consul-General's car.

Raid Houses On French Soil

The French police received reports and conveyed them to the Japanese Consul General last night to the effect that Japanese soldiers and civilians had been raiding houses of ill-fame in the French Concession in search of American soldiers and that one American soldier had been seized and taken half naked to the Japanese police station.

From reliable authority it is reported that the Japanese official version confirms that an American soldier was seized by Japanese in a house of ill-fame in the French Concession and by them conveyed to the Japanese police station and kept under detention.

It is further reported from the same source that the Japanese believe that the disturbance was caused by the alleged racial discrimination articles in regard to which have been appearing in the Japanese newspapers.

Secretaries Of Legations Investigating Trouble

(Reuter's Pacific Service)

Peking, March 15.—The recent fracas in Tien'sin is being investigated by the Secretaries of the American and Japanese Legations. Meanwhile there has been no further trouble.

The report that the Japanese Consul-General was assaulted proves to be incorrect. It appears that it was a Japanese educationalist.

The Tientsin papers strongly condemn the Japanese for imprisoning the American soldiers and also for invading French territory while stoning the car of the Acting American Consul-General, which led to reprisals on the part of the American soldiery.

Feeling ran high for several days and the incident still bears a grave character.

Silverstein Is Sent Back To Vladivostok

Russian Caught Digging Jewels From Hole In Public Garden Goes On Penza

Jacob Silverstein, Russian, who figured in the dramatic recovery of $60,000 worth of jewelry stolen from the Mikimpto Pearl Store, was sent to Vladivostok on the Penza.

A complete report of Sergeant Ferguson's capture of Silverstein after the police officer had watched him dig the jewels from a hole in the Public Garden was sent to Vladivostok by the Russian Consulate-General here.

Silverstein was held on the charge of robbery by the Russian Consular Court last January and was sent to Vladivostok. He claims that he was released on bail and had been in Shanghai but nine hours when he and the recovered jewels were in the hands of the police.

SHADE TREES
FOR SALE

Large leaf, grows rapidly, original trees imported from U.S.A. Limited stock of three-year-old trees for sale at $1 each. Now is the time to plant. Apply at Room 9, Raven Trust Building, 15 Nanking Road.

BOLSHEVIK POSITIONS IN CHANSK ARE SMASHED

Russian Government Troops Make Gain Of Over 60 Versts Beyond River Kama

(Reuter's Pacific Service)

Harbin, March 14.—It is reliably reported from Omsk that the offensive of the Russian Government troops is developing most successfully. In the region of Chanak and Osa, where these troops have managed to break through the enemies' lines, they have advanced over sixty versts beyond the river Kama and the enemy's forces are being pursued in three directions. In the region of Hirsk three enemy regiments have been destroyed. The strong and advantageous position of the Government troops is likely to lead to further successes. The Blagovestchensk correspondent of the Russian Telegraph Agency states that on the 9th the former President of the Amur Soviet, a well known Bolshevik named Muchin, was arrested by the local counter-espionage organisation.

On account of the repeated attempts of the Bolsheviki to blow up bridges and buildings along the Amur railway and the general growth of Bolshevik activity, the chief of the Allied forces, seeing that the lives of the inhabitants of the territory along the railway are continually threatened, has ordered the suspension of traffic from Habarovsk westwards.

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SINO-JAPANESE TREATY IS PUBLISHED AT LAST

Supplement Makes Arrangements For Joint Operations Against Enemy In Siberia

(Reuter's Pacific Service)

Peking, March 14.—The text of the Sino-Japanese Military Convention contains nothing not already published.

The supplement to the Convention, which is explanatory of certain important points, follows:

1.—The duty of the Chinese and Japanese forces operating in Trans-Baikalia and Amur districts will be to assist the Czecho-Slovaks in driving out the Austrians and Germans and the others assisting them. In order to obtain unification of military direction to the maximum the Japanese commanders shall direct the operations of the Chinese forces. In order to give mutual assistance to the forces operating from Manchuli and Trans-Baikalia the Chinese shall operate from Urga towards Trans-Baikalia. If the Chinese desire the assistance of the Japanese, the latter shall be sent to work in co-operation under the Chinese Commanders. China herself shall protect her borders west of Central Mongolia.

2.—The furnishing of arms and military supplies, no matter how urgent, shall be arranged mutually by the commanders at the front. The furnishings of all other supplies and raw materials shall be arranged by the highest supply organisations in Tokio and Peking mutually.

3.—Should China desire the assistance of Japan in matters of sanitation the Japanese shall comply. Should such undertakings necessitate the establishment of hospitals and convalescent stations the Japanese shall accept Chinese assistance.

4.—Should the South Manchurian Railway be used to transport Chinese troops and supplies, China shall arrange for their transportation to Dairen or Newchwang or Mukden, Japan assuming the responsibility for their transportation thence to Changchun.

Should China desire the co-operation of Japanese troops operating from Urga, Japan shall arrange for the transportation of her own troops and supplies as far as Taku, Chinwangtao or Mukden, from which points the responsibility shall rest with China.

The transportation of troops and supplies over the Chinese Eastern Railway shall be in the hands of the organisations having charge of that railway.

China and Japan shall establish a joint bureau for the purpose of arranging the railway organisation for the transportation of the Chinese, Japanese and Czecho-Slovak forces.

Should other Allied countries desire to carry on military operations in this region, they shall be permitted to participate in the bureau.

5.—The proper authorities in Tokio and Peking shall arrange regarding the joint sending of their officers to carry on these undertakings.

6.—The expenses connected with furnishing arms and other necessary military supplies and raw materials, together with the expenses of military transportation and other necessary expenses may be arranged for either at the time or after the termination of the military operations.

The exchange of notes with the convention states that all the Japanese forces within the borders of China connected with the joint military action shall be withdrawn completely from such territory upon the termination of the military operations.

Given Out In Tokio

Tokio, March 14.—The text of the Sino-Japanese Military Agreement was published this afternoon.

War Participation Loan Terms Also Given Out

(Reuter's Pacific Service)

Peking, March 15.—The Government of China War Participation Loan Contract follows:

The preamble says that in accordance with the purposes of the joint military defense measures mutually agreed between the Chinese and Japanese Governments, the former hereby enters into an agreement with the Bank of Chosen, acting on behalf of itself and also the Industrial Bank and the Bank of Taiwan, for a loan for the purpose of organising and training a national army for joint defense operations and to provide the necessary funds for war participation:

(1) The amount of the Loan to be Y.20,000,000 with Chinese Treasury Bills as security.

(2) The above bills shall be for one year, bearing interest at seven percent, issued on a discount basis in addition to a commission of one percent to be deducted from the amount of the bills.

Upon maturity the proper parties may jointly arrange to reissue the bills on terms identical to the above.

(3) The Chinese Government shall deposit the whole amount of the Loan in the said Japanese banks at the time of receiving it, the banks to pay interest at the rate of seven percent.

(4) When China finds it necessary to withdraw Loan funds, the banks shall hand the funds to the person designated to receive them in accordance with the procedure jointly decided.

(5) The cost of manufacturing the bills, the stamp taxes and miscellaneous expenses shall be paid by the banks.

(6) In the event of China requiring a further loan for a similar purpose the Japanese banks shall first be consulted.

Seal of the Chinese Minister in Tokio. | Seal of the Governor of the Bank of Chosen.

Annex I.

With reference to Article IV signed today, the funds thereof shall be paid to the chief official directly in charge of the Defense Army Bureau.

Seal of the Chinese Minister in Tokio. | Seal of the Governor of the Bank of Chosen.

A letter addressed to the representatives of the Bank of Chosen, the Industrial Bank and the Bank of Taiwan:

Gentlemen:—It is hereby declared that the receipts from new taxes by reorganisation measures of the Chinese Government shall be regarded as the source of funds for the repayment of the above Loan Contract, which has been signed today, September 28th, 1918.

Seal of the Chinese Minister in Tokio. | Seal of the Governor of the Bank of Chosen.

German Troops Gain Against The Rebels

(Continued from Page 1)

stronghold. Martial law was proclaimed and order restored after a number of shops had been sacked.

Copenhagen, March 4.—A message from Berlin states that a manifesto issued by the Spartacist League calls on the people to overthrow Scheidemann, Noske and the National Assembly, declaring that the Soviets must have supreme power.

Disorders broke out at several points simultaneously immediately the general strike was proclaimed. A Spartacist attack on the northern police station was repulsed. During the night the mob stormed thirty-two police stations and plundered the jewelers' shops. Martial law has been proclaimed and the commander of the Government troops, Noske, has issued a manifesto urging the people to abstain from excesses, pointing out that offenders will be dealt with by the Extraordinary Courts and that he had summoned three divisions of troops. These and other reinforcements are arriving with the utmost haste but the attitude of the troops is uncertain. The naval division is openly hostile to the Government, which counts on the loyalty of only half the troops in Berlin.

Failing to lay hands on the Spartacist leaders, the Government arrested two Russian Bolsheviki.

Loyal troops have seized the artillery depot at Spandau, with huge quantities of arms and munitions on which the Spartacists relied.

DEPUTIES CONCLUDE TALK ON FINANCE

Enemy Debt Question To Be Met Before France Imposes New Taxes

(French Wireless)

Paris, March 14.—(Via Lyons and Koukaza). A discussion of interpellations concerning the financial situation, which has been going on for several days in the Chamber of Deputies, was concluded on Thursday.

In the course of the sitting, M. Klotz, the Minister for Finance, gave an account in the fullest detail of the financial situation. He indicated that the Government is engaged in searching for new financial resources but, he added, that the policy of the Government is that nothing shall be imposed as a financial tax on the country before the basis on which the debt of the enemy will be settled has been fixed.

The sitting was concluded by the order of the day, pure and simple, being voted in accordance with the wishes of the Government.

Britain Carrying Out Trade Policy

Commons Hears That Steps Have Been Taken To Fulfill Post-War Plans

(Reuter's Agency War Service)

London, March 5.—In the House of Commons today, replying to a question, Mr. A. Bonar Law said that the Government is taking steps to carry out the trade policy after the war already announced by the Premier.

Enemy Territories Assigned To Allies

(Continued from Page 1)

and New Zealand receives Samoa.

It is worthy of note that France, more than any other country interested in the future military strength of Germany, has left it to the Allies to impose stronger terms than were suggested by herself. The British view is to permit Germany to maintain an army enlisted voluntarily of not more than 70,000 men.

Commissions In Session

(French Wireless)

Paris, March 14.—(Via Lyons and Koukaza). The Inter-Allied Supreme Council did not meet yesterday afternoon and the report of the military experts on the disarmament of Germany was not finished.

Thursday was fully occupied by numerous meetings of the various commissions.

The order of the day for next week will be fixed by agreement between the chiefs of the actual missions in Paris and President Wilson. It will probably be a very full one as the Commissions on Servian, Greek and Czecho-Slovak affairs are pursuing their labors with all possible energy.

Armistice Commission On Way

Brussels, March 14.—(Via Lyons and Koukaza). The Allied delegation of the Armistice Commission, headed by Admiral Sir Rosslyn Wemyss, and composed of about thirty French, American, British and Italian delegates, arrived by special train at 10:20, coming from Paris.

By the same train arrived Mr. Hoover and Sir J. Maclay, the British Shipping Controller.

Admiral Wemyss expressed to the Belgian Premier his feelings of sympathy for Belgium, which will be placed at the table where will be settled the supreme destinies of the world. According to certain information only Admiral Wemyss will speak at the meeting of the delegates. There will be no discussion. The Admiral will make known the conditions in which will be notified to the Germans the decisions of the Allies. The Germans will be allowed to put some questions but all discussion will be forbidden.

The delegates met at 2 o'clock in the afternoon. Soldiers guarded the entrance to the hall. At 2:30 the session was suspended but it was resumed at 3:30. One delegate declared that the decisions of the Allies were submitted to the Germans, according to which they must surrender all their mercantile marine and give a list of the securities which they possess to pay for the foodstuffs which will be supplied to them.

Ukrainian Delegates Awaited

(American Press Wireless)

Paris, March 12.—The Ukrainian delegates in Paris who have been awaiting in Berne an authorisation from the French Government to come to Paris in order to lay their claims before the Peace Conference have now received that authorisation and will shortly arrive in Paris.

FRENCH REVENUE INCREASED

(American Press Wireless)

Paris March 12.—The proceeds of taxes and State monopolies in France for the month of February, 1919, amounts to 443,411,900 francs. This represents an increase of 119,969,900 francs compared with the same period of last year. Compared with the same period before the war it shows an increase of 180,642,800 francs.

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RUSSIAN REDS WIN SUCCESSES ON MANY FRONTS

American And Allied Forces In The North Retreat From Shegovarsk, On The Vaga

CITY IN UKRAINE CAPTURED

Suppression Of Revolt At Tashkend Also Reported—Fall Of Orenburg Is Confirmed

Archangel, January 29, (Associated Press.)—The American and Allied forces operating south of Archangel evacuated Shegovarsk on Monday and retired ten miles to the northward. The Bolsheviki continue to shell the American and Allied positions at Tarasevo and Tulgas, but there is a comparative lull in activities on the entire front.

The forces which retired from Shegovarsk, which is about sixty-five miles north of Ust Padenga, which was the Allied position furthest south a week ago, yesterday halted their march northward and established new positions at the villages Vistarka and Ust Sama, on opposite banks of the Vaga River, at a strategic bend in the stream, about ten miles north of Shegovarsk. The new positions are protected by forests through which there are no Winter trails in the immediate vicinity. Enemy patrols, which approached to within two miles retreated when shelled.

The number of refugees fleeing over forest paths in zero weather from Shenkursk to the American and Allied lines is increasing. American Red Cross representatives report that the plight of the refugees is serious.

Those who left Shenkursk after the arrival of the Bolsheviki repeat stories of massacres there, but Allied headquarters is still inclined to doubt them. The refugees declare that the Bolsheviki continued to shell the town long after the American forces withdrew, evidently not knowing that they had left. The bombardment finally resulted in the setting afire of many buildings, after which, it is said, the Bolsheviki rushed in and shot many of the inhabitants.

London, January 29.—An official wireless despatch received from Russia tells of the defeat of the Ukrainian peasant army by the Ukrainian Soviet forces and the occupation of Ekaterinoslav, capital of the Government of the same name in South Russia. The despatch says:

"Ukrainian Soviet forces after a desperate battle overcame the stubborn resistance of the forces of General Petlura and occupied the town of Ekaterinoslav, capturing guns, machines-guns, and other booty.

"The enemy is fleeing in disorder toward the sources of the Dneiper River."

Omsk, Siberia, January 25, (Associated Press.)—Official advices received here are to the effect that Orenburg, capital of the Government of Orenburg, on the right bank of the Ural River, has been occupied by the Bolsheviki. General Dutoff, commander of the anti-Bolshevist forces, abandoned the town and retired in a northeasterly direction.

The Bolshevist control in Tashkend, capital of Russian Turkestan, has been overthrown through the defection of Commissioner Assipov, with whom two regiments of Bolshevist infantry and one of cavalry mutinied and seized the city and the railroad. All the Bolshevist Commissioners were shot.

The Siberians have captured Saranpol, Province of Tobolsk. Two hundred of the Red Guard were killed and the remainder dispersed.

Regulations Drawn For Repatriation

(Continued from Page 1)

Allied officials and those concerned.

2.—All exemptions for enemy subjects are granted in accordance with the regulations of the Ministry of the Interior and the exemption certificates are therefore effective in the Settlement as well as in Chinese territory.

3.—Out of good will toward the Allied Powers only China is repatriating enemy subjects. The Allies should therefore recognise the repatriation of enemy subjects as China's internal affair and should co-operate with the Chinese authorities and not hinder the progress of the repatriation program.

4.—In the repatriation of the second lot of enemy subjects, Major A. H. Hilton-Johnson, who has been appointed by the International Settlement to assist the Chinese authorities, should follow the instructions of the repatriation office.

5.—Major Hilton-Johnson, who is willing to assist the Chinese authorities, should consult with members of the repatriation office in all matters pertaining to the repatriation of the second lot and submit them for approval of the Director of the Repatriation Bureau before they are carried out.

6.—The list and accommodations of enemy subjects should be submitted for approval of the Director of the Repatriation Bureau before they are carried out.

7.—All enemy subjects to be repatriated from the Settlement and from Chinese territory are to be sent to an embarkation depot one week before embarkation.

8.—Only the Chinese text of the above rules of procedure is officially observed.

GOVERNORS' CONFERENCE ADDRESSED BY WILSON

Reconstruction Must Have Interests Of Masses Of People At Heart, He Says

(American Press Wireless)

Washington, March 4.—President Wilson addressed a conference of Governors of the United States at Washington. After greeting them, he said:

"The thing that has impressed me most, an element not only in the recent weeks when I was in the conference on the other side of the water but for many months before I went across the water, was this: We are at last learning that the business of government is to take council from the average man. We are at last learning that the whole matter of the prosperity of people runs down into the great body of men and women who do the work of the world and that the process of guidance is not completed by the mere success of great enterprises—it is completed only by the standard of the benefit that it confers upon those who in the obscure ranks of life contribute to the success.

"The hearts of the men and women and children of the world are stirred in a way that has never been known before. They are not only stirred by their own individual circumstances, but they are going to get a vision of what the general circumstances of the world are, and there is for the first time in history an international sympathy that is quick and vital—a sympathy that does not display itself merely in the contact of Governments but displays itself in the intercourse between great bodies that constitute great nations, and the significance of a great conscience like this is that we are expressing in it and will, I believe, express in the results of this Conference our consciousness that we are servants of this great silent mass of people who constitute the United States and as their servants it is our business as it is our privilege to find out how best to assist in making their lives what they wish them to be, giving them the opportunity that they ought to have, assisting in public council in the private affairs upon which the happiness of men depends.

"And so I am more distressed that I cannot take part in these councils because my present business is to understand what plan men everywhere want. It is perfectly understood in Paris that we are not meeting there as the masters of anybody, that we are meeting there as the servants of. I think it is about seven hundred millions of people and unless we show that we understand the business of servants we shall not satisfy them and we shall not accomplish the peace of the world, and that if we show that we are about to serve any interests other than theirs we shall have become candidates for the most lasting discredit that will ever attach to men in history.

"And so it is with a profound feeling of the significance of the things you are undertaking that I bid you welcome, because I believe that you have come together in the spirit which I have tried to indicate and that we shall together concert in works of co-operation and individuality which will really accomplish what we wish to see accomplished in steadying and easing and facilitating the whole labor process of the United States."

Warships Chosen For Mediterranean

Units That Will Compose Battle Fleet Are Designated In Announcement

(Reuter's Agency War Service)

Malta, March 7.—It has been definitely decided that the battle fleet in the Mediterranean shall consist of the Emperor of India, Benbow, Marlborough and Iron Duke—all 25,000 tons, completed in 1914—and Centurion and Ajax—23,000 tons, completed in 1913.

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ARMENIANS PRESENT DEMANDS IN MEMOIR

Declare They Will Never Submit To Turk Rule And Ask For Historic Domains

(American Press Wireless)

Paris, March 12.—The Armenian patriarchs at Constantinople have sent a memoir to M. Venizelos for transmission to the Peace Conference. The following are the principal passages it contains:

"We demand to live no longer under the Turkish Government and we declare that we shall never submit to it. We demand to be reinstated in our historic domains. In case Greeks and Armenians cannot all be comprised within the limits of our respective States we proclaim that our most ardent wish is that these populations may live under a Greek or Armenian Government according to necessities. We demand the formation of a Greek Armenia with ample access to the Black Sea and the Mediterranean and we Greeks declare that it would be a great satisfaction to us if Galicia were wholly incorporated in the other villayet and all allowed to develop freely.

"We demand the restitution to Greece of all that was taken from her by force and we Armenians declare that we desire to see the vilayets of Aidin and Broussa and the Sandjacks of Bicha incorporated in Greece. Thus our countries united will become two most powerful factors of peace, progress and civilisation in the East. We demand the accomplishment of one of the finest among the deeds of justice and reparation, and we are fully convinced that in so doing we are serving the interests of humanity besides those of our respective nations."

Bolsheviki Evict Rich From Homes In Kieff

Put Wealthy In Homes Of Poor And Poor In Homes Of Wealthy

(Reuter's Agency War Service)

Warsaw, March 5.—When the Bolsheviki entered Kieff they transferred the population of the Ghetto and slum quarter to the houses of the wealthy and vice versa. It is reported that they levied a contribution of 200 million roubles on the city. French troops hold Odessa and a small surrounding belt of territory.

Paris, March 5.—Madame Jules Siegfried, President of the National Council of French Women, has appealed to the Peace Conference to take measures to save Russian women from the shame of socialisation by the Bolsheviki.

St. Patrick's Society Celebrates Monday

Will Observe Day With Entertainment And Dance At Carlton

The St. Patrick's Society of Shanghai will celebrate tomorrow evening with a concert and informal dance at the Carlton Cafe.

A promising array of local talent is announced to figure in the entertainment numbers and the program by all indications should be highly successful. A large attendance of members and their friends is desired and those wishing tickets may obtain them from Mr. L. P. O'Driscoll, honorary secretary, 1 The Bund.

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Gouraud, Commander Of Strasburg, Leaves

General's Move To Colmar Due To Change In Methods Of Conscription

(American Press Wireless)

Paris, March 12.—General Gouraud, Commander of the 4th French Army, left Strasburg for Colmar with his headquarters staff. This move is the consequence of the re-establishment of conscription in the army corps of peace time to be substituted for the war formations of the Strasburg Municipal Commission. M. Forsdorf, alluding to General Gouraud's departure, thanked him again in the name of the population for the splendid hosts which Strasburg owes him and his troops. The municipality intends to offer an artistic souvenir to General Gauraud besides the portraits of Generals Gauraud and Herchaur will be painted in the town exchange and exhibited in the galleries of Rohan Castle.

LORDS TOLD OF HUGE WAR PROFITS ON COAL

Remarkable Revelations Made By British Financial Adviser At Sitting Of Commission

(Reuter's Agency War Service)

London, March 5.—Remarkable revelations concerning the increase in the profits on coal during the war were made at the first sitting of the Coal Commission in the House of Lords today by Mr. A. L. Dickinson, the Financial Adviser to the Coal Controller, who stated that, while on an average during the five years ending 1913 the output of coal in Great Britain was 270,000,000 tons and the profit £13,000,000, the corresponding figures up to September were 218,000,000 tons with a profit of £39,000,000. Mr. Dickinson admitted that the Government increase of 2/6 per ton in June, 1918, meant that £25,000,000 was taken from the public and said that the increase would not have been granted had the Government had the above figures before it. Mr. Dickinson estimated that granting the miners' demands would increase the cost of production of coal by 6/7 per ton as compared with September, 1918.

Allied Missions Are Going To Lithuania

Reprovisioning Of Country Will Be Considered By Visiting Delegations

(American Press Wireless)

Paris, March 12.—Allied Missions are going to Lithuania from Kovno. The Provisional Lithuanian Government is awaiting the arrival of three Allied Missions, the French Military Mission, the British Mission and the American Mission for the reprovisioning of the country. The French Military Mission is to start from Paris. It will comprise about twelve officers under the command of Colonel Reboil.

News Brevities

The usual American song service will be held at the Palace Hotel this afternoon at five o'clock.

* * *

The twentieth annual general meeting of shareholders of the Weihaiwei Land and Building Co., Ltd., will be held at 11:30 a.m. March 28.

* * *

Mr. Fitzroy Lloyd, late District Scoutmaster of the Baden-Powell Scouts, left for home yesterday. Representative patrols from all the Chinese and Russian Troops, as well as the B-P Scouts, were present on the Bund foreshore to wish him bon voyage.

* * *

A lecture on "Demonstrable Religion" will be delivered before the Quest Society at a meeting to be held tomorrow at the Carlton Cafe at 5:30 p.m. Visitors are invited to attend and join in the discussion.

* * *

Major and Mrs. Drysdale and Mr. and Mrs. Eric Moller were among the passengers arriving on the Empress of Russia from Hongkong yesterday.

* * *

Yesterday afternoon at 3 o'clock the World's Chinese Students' Federation gave a farewell reception in honor of those 89 Chinese students who sail for Paris Monday morning on the Inaba Maru. Mr. P. K. Chu, General Secretary of the Federation, presided. Those who were present are as follows: M. Wilden, French Consul-General; M. Rhein, the Vice-Consul; M. Lepissier, former Consul, M. Lion, the Manager of the Banque Industrelle de Chine; Mr. Chang Chi, former speaker of the Senate; M. Bergongnond, Mr. Veroudard, Mr. Chang Chung-soo and Mr. Shen Shang-chi, delegates from the Board of Education, and Mr. Grosbois, head master of the French School. Messrs. Wilden, Chang Chi, Shen, Chang, and Veroudard made addresses.

* * *

Dollar and tael notes of the Shanghai branch of the Deutsch-Asiatische Bank must be presented for payment to the Bureau of Liquidation of the Bank on or before April 15, after which date they will be considered null and void, according to announcement made yesterday.

* * *

Seven butchers whose stalls are located in the Hongkew Market got into a business argument to which they were just about to lend the force of their knives and other cutlery when the police interfered yesterday morning. Four of the men accused the other three and vice versa when they appeared in the Mixed Court. They were fined $2 each and given a severe warning about future disputes.

* * *

The Ewo flags were at half-mast yesterday for Captain Mesney, of the Indo-China Steam Navigation Co., who died at Singapore.

* * *

Victor Bryan, of the steamer Madrona, who pleaded guilty to being absent from his ship without leave since last Wednesday, was sentenced to 14 days' imprisonment by the British Police Court yesterday.

* * *

The Shanghai American School, which has been closed for several weeks because of the influenza epidemic, will reopen tomorrow morning. The Cathedral Schools will also resume classes.

* * *

There will be a naval church parade service at the Cathedral this morning. The band of the British cruiser Suffolk will play the men up from the Bund and will also play in the Cathedral.

* * *

S. Magaia, shopkeeper at 150 Woosung Road, was fined $19.50 in the Japanese Consular Court yesterday for selling morphia.

* * *

For St. Patrick's Day, festival beloved of all good Irishmen, Sullivan's Fine Candies are offering "St. Patrick's Hats" filled with the dainty comestibles for which the Nanking Road store is noted.

ST. JOHN'S ALUMNI MEET

The Shanghai branch of the St. John's Alumni Association held a business meeting last night at the Chinese Y.M.C.A. building, a large attendance being on hand. The business session followed directly after a dinner, Mr. T. V. Soong, chairman of the branch, presiding.

Mr. V. D. Tsu reported on the formation of the Inter-Alumni Association of Shanghai Christian Colleges and the meeting voted in favor of joining the Association. Resolutions were then passed to celebrate the fortieth anniversary of the founding of the College and to try to establish a club house in Shanghai.

Mr. D. S. F. Chur was appointed chairman of the program committee, Dr. E. S. Tyau of the reception committee, Mr. S. D. Li of the club house committee and Mr. M. D. Wong of the committee to study the constitution of the Alumni Association. The meeting closed at 10 o'clock with the singing of "Light and Truth."

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"And you say that you ate a very heavy meal before you went to bed.

"I have found that my patients suffering from Insomnia respond quickly if, during the night or just before retiring, they will chew a stick of my Original Pepsin Chewing Gum.

"I was the first to introduce pepsin into pure chicle chewing gum, and it is a great satisfaction to know that this combination of a simple remedy and pure chicle chewing gum has been a source of relief to thousands of people who suffer from mild forms of nervousness and indigestion."

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Smart attractive colourings in a fine range of designs, broad and narrow stripes. An exceedingly fine value today.

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One of our old and most popular numbers. A good selection of stripes to make your choice from

OUR PRICE . . . . $3.00 each

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Retailed at a price that enables us to offer you a really splendid value in English Tailored Shirts.

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THE "BEAUMONT" SHIRT

Another excellent quality cotton shirt, fine grade cotton and smart natty colourings to choose from

OUR PRICE . . . . $4.00 each

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A new shirt in linen and wool, a fabric that gives wonderful service. Weight and designs are right.

OUR PRICE . . . . $5.25 each

THE "MAYFIELD" SHIRT

A new Union Taffeta Shirt specially light for the Spring wear and the colouring—just your style.

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Here we advertise a number of our values worth considerably more today than the prices quoted.

The "Wayloo" Umbrella. The cheapest umbrella in the East. A good twill cover which wears well and keeps out the wet. Good assortment of crook shape handles.

Price **$2.00** each

The "Plymouth" Umbrella

A good full sized umbrella with mercerette cover, with assorted shapes in handles and frames that will stand hard wear.

Price **$3.00** each

The "Hoe" Umbrella

Made from a reliable Levantine twill, with selected natural sticks in Cherry, Congo and Furazewood handles.

Price **$4.00** each

The "Imperial" Umbrella

A superior quality umbrella with a strong twill cover, made on a Fox Paragon frame. Good assortment of different shape handles.

Price **$5.00** each

The "Brighton" Umbrella

An umbrella that will fold up very small and neat when not being used. Made with metal sticks and natural wood handles.

Price **$6.00** each

TWO SMART SHAPES FOR SPRING

The "Selsey" Hat

A really most attractive hat and shown in good everyday colours of Agate, Fox or Walnut. Bow at side, all sizes.

Price **$7.50** each

The "Airlie" Hat

Our newest model unpacked this week, smart topical grey with a black band that sets it off to great advantage. Can be had in all sizes. Bow at side.

Price **$8.00** each

THE SMARTEST TIES I EVER SAW IN SHANGHAI!

Was the remark passed a few weeks ago by one of our regular customers on our first show of scarves. His opinion has been endorsed by many others since and we now announce another

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Original and striking designs and colourings right away from the usual conventional patterns in scarves. Come in and see them.

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REFORM IN TURKEY IMPOSSIBLE, HE SAYS

F. Demetrius Kalopothakis Tells Women That Empire Must Be Dismembered

SET CONSTANTINOPLE FREE

He Says It Should Be Made A Small Republic, Supervised By The Powers

New York, January 28.—Making Constantinople a free city and the dismemberment of Turkey are the keys to the solution of the Turkish problem, said F. Demetrius Kalopothakis of the staff of the American Legation at Athens, in an address yesterday on the Balkan situation before the Women's National Committee of the American Defense Society. Mr. Kalopothakis is on leave from his duties in Greece for his health. He said it was easy to urge the dismemberment of Turkey, but it presented great difficulties. He pointed out that, in spite of the crimes of Turkey, she must be treated justly if a lasting peace were desired.

"Reform is out of the question," he continued. "You can't make a silk purse out of a sow's ear or a civilised government of uncivilised people. There is not a man in Turkey who has the confidence of the people sufficiently to form a Cabinet. The Turkish intellectuals have been the worst of the lot, for they have proved by their actions more sinister and machiavellian than the old Turks. Under the Young Turks massacres were systematised to the last degree."

He said that every Turkish province has a Greek minority, and that to apply self-determination to each province separatively would mean a return to the old Turkish misrule of the minority peoples of Turkey.

"Asia Minor has 10,000,000 people, of whom 2,000,000 are Greeks," he continued. "The only way to do justice to the Greeks is the proportionate dismemberment of Asia Minor. If the proportion of Greeks to Turks is 2 to 7, give the Greeks two-ninths of the land and the Turks seven-ninths. But cut it off. Make it separate, so that each nation will have its due share.

"How shall we divide Asia Minor? Constantinople is too important to let one nation have it. It ought to be made a small free State, governed by its citizens under a republican form of government, supervised by the Powers. Its hinterland might be composed of the four surrounding provinces, including a population altogether of a million and a half. Under the Powers, Constantinople would have a great future. Greece claims Thrace, but if it is thought that Constantinople is too small for a free State Greece is willing to stand back from Thrace in order to allow Constantinople to have it."

The claims of Greece at the peace table embrace northern Epirus, the Dodecanese, Thrace and parts of Asia Minor, according to Mr. Kalopothakis. Italy, he said, has proclaimed of its own accord a protectorate over Albania, desiring to make the Adriatic an Italian lake. He asserted that the population of northern Epirus is Greek in sympathy and desire and not Italian. The claims of Italy in Epirus he called futile and maintained that Italy had deported to an island off Sicily 200 of the most prominent men of Epirus, and had released them but recently on the urgent remonstrance of the Greeks.

"The people on the twelve islands of the Dodecanese have always been Greek. They have always managed their own affairs, although paying a small tribute to the Turks. But no Turkish troops were ever sent to the islands. In her war against Turkey in 1312 Italy seized the islands. The population welcomed the Italians as fellow Christians, but it soon became evident that Italy was interested in remaining there."

As a result of the Italian persecution of the population of 123,000 in the islands, 112,000 of whom were Greeks, he said, the Greek population has dwindled to 45,000. Of the refugees, 5,000 are living on the dole of the Greek Government, said Mr. Kalopothakis, while many moved to the United States and 10,000 died from lack of food. "These deaths were caused by the absolute refusal of Italy to allow the rich Dodecanesians in France and Egypt to send remittance and food to their relatives, so that all communication with the outside world was cut off."

Mr. Kalopothakis predicted that if Italy defeated the just claims of the Greeks and the Jugo-Slavs she would be sowing a plentiful harvest of hatred to be reaped in the future. "If the Balkan league is formed after peace is signed, it will mean something to Italy to be opposed by a confederacy of from 30,000,000 to 40,000,000," said the speaker. "Italy will then be confronted by a serious enemy. I do not think war will come, but there may be an economic boycott which will prove unpleasant to Italy."

Regarding Greek claims in Thrace, Mr. Kalopothakis announced that Premier Venizelos was prepared to place all Greek ports at the disposal of the other Balkan States whenever they required them. This was in answer to the accusation of the Bulgarians that the Greeks desired to take away from them their Thracian outlet to the Mediterranean.

Correspondence

'Phone Operators Uncivil To Chinese

Shanghai, 15th March, 1919.

Editor, THE CHINA PRESS

Dear Sir.—Will you kindly permit me to protest against the general inefficiency of our telephone service.

Besides the usual complaints which have been ventilated in your columns ad nauseam without result, there is another matter to which I very much object. Immediately the employes recognise that a Chinese is speaking on the telephone, their civility leaves very much to be desired, and in many cases amounts to absolute cheek. It appears to me that these employes do not know that we Chinese are the strongest supporters of the system, and that it would be a serious loss to the company if we combined and boycotted them altogether.

I have a connection between my office and private residence, but it frequently happens that the only way I can speak with my wife on an urgent matter is to jump in my rickshaw and run down to tell her, the telephone being either out of order, or unavailable through any of the many excuses put forward by the operators.

I ask you, "What good is a service of such nature?" And for what do we pay the exorbitant charges of the company?

Thanking you for the insertion of this letter in your correspondence column, I am, Dear Sir, yours faithfully,

KUNGCHE CHEN.

'Phone E. 237
Address, 75 Baikal Road.

Today's Concert Program

A very attractive program has been arranged for today's concert at the Town Hall by the band and the Moscow Trio. The Moscow players, whose efforts have given delight to many Shanghai audiences, will give a fine Saint-Saens trio selection, and Mr. A. Chmelnitzki will play the first movement of the Grieg piano concerto, with orchestral accompaniment. The program in full, which begins at 4:30 p.m., is as follws:

1. Overture—Hunyadi Lasslo.....Erkel
2. Trio for Piano, Violin and 'Cello, Saint-Saens
   (a) Preambule
   (b) Menuet
   (c) Intermezzo
   (d) Finale
   The Moscow Trio
3. Czardas .....Grossmann
4. Piano Concerto .....Grieg
   First movement only
   Solo: Mr. A. Chmelnitzki
5. Selection from Sammon and Bailia Saint-Saens

A. de KRUGER,
Conductor-in-Charge.

Passengers Arrived

Per C.N. s.s. Sinkiang from Hongkong: Mr. P. C. Speers, Miss B. Ferry, Mr. D. I. L. Lunch.

Per C.N. s.s. Shenking from Swatow: Mr. J. Hay.

Per C.M. s.s. Kiangteen from Ningpo: Mr. Wallace.

Per C.P.O.S. s.s. Empress of Russia from Hongkong: Mr. and Mrs. P. T. Chelvers, Major and Mrs. Drysdale and child, Miss F. Frieder, Mrs. Ford, child and infant, Mrs. Ho Fook, Mr. and Mrs. W. J. Hinton, Mrs. N. V. Jones, Mr. and Mrs. Leeman and 2 children, Mr. and Mrs. Eric Moller, Mr. and Mrs. Mehta, Mr. and Mrs. J. Macdonald, Mr. and Mrs. J. Macarthur, Mrs. Pritchard and 2 children, Miss Robertson, Miss K. Russell, Mrs Tibbey, Mr. and Mrs. A. J. Weller, Messrs. W. F. Barnes, H. P. Beach, Cheng Po-chan, Cheng Chin-yan, T. T. Chin, F. G. Davis, Fung Ya-fun, J. J. Gorman, P. D. Gain, W. R. C. Gray, A. J. Hayman, W. J. Hoos, J. J. Ireland, Adakichi Kobaysaki, Kazame Kunura, K. H. Knowles, A. Meucer, M. M. Maas, Orchardson, Yashichire Mayaysaki, Robertson, G. A. Richardson, Jacob Schlussell, A. Z. Sycip, A. B. Syyung, T. Tokuta, W. F. Wenyon, Wang Kai-shi; passengers in transit: Miss M. A. Buxton, Mrs. S. H. Bennett, Mrs. C. Beswick, Mrs. Brighouse and infant, Mr. and Mrs. A. C. Bowers, Miss Brown, Mr. and Mrs. J. W. Cary, Mr. and Mrs. Chinchen, 3 children and infant, Miss Churchill, Mrs. H. F. Campbell, 3 children and infant, Miss Agnes J. Dickson, Miss Evens, Capt. F. J. Gill, Mrs. J. Hunter, Lieut. and Mrs. Hall, Mr. and Mrs. Heyting and 2 children, Lieut. T. C. King, Miss D. Lauder, Mr. and Mrs. Lerrige, Mr. and Mrs. Laws, child and infant, Mr. and Mrs. Lo Cheung-shin, Miss E. Lo, Mrs. Mody, Master Mody, Mr. and Mrs. F. B. Mudie, Mrs. C. M. Messer and 2 children, Mrs. J. V. Mills, Mrs. Macfarlane and child, Mr. and Mrs. McCubbin, Master John and Miss Mary McCubbin, Mrs. Nisbet and child, Mrs. Z. Ram, Mr. and Mrs. Sidford, child and infant, Mrs. Staples Smith, Miss Sinclair, Mr. and Mrs. Schumaker and child, Mrs. Sibbald, Miss M. A. Sueur, Mr. and Mrs. Town, Mrs. C. E. Wagner, Mr. and Mrs. West and child, Mr. and Mrs. Ward and child, Mrs. P. T. Chelvers, Messrs. D. Abrahams, H. S. Arrindall, Marcel Blum, Edgar J. Best, J. E. W. Beard, C. G. Boutcher, Norman Davie, H.A.R. Edwards, Henry Edwards, E. Green, Alex. G. Gordon, W. A. F. Green, Kingo Ishi, T. Ito, H. R. Joynt, S. J. Jewell, J. J. Judah, Q. Jones, F. M. Lundgren, M. W. Lo, G. W. Marks, Geo. Michael and child, F. R. McGrath, F. Oulda, L. Rayman, C. G. Reynders, A. H. Skelton, R. Vogal, J. R. Wood.

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THESE "AFTER THE BATH" luxuries lure the senses into luxurious rest by the clean, cool sweetness they possess, coupled with their caressing softness, their flower fragrance, and their inexpressible daintiness. Only users of Mennen's Talcums can realize the infinite care that goes into their making—the boundless satisfaction which comes from their use

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BILLETS DE LUXE FOR THIRD U.S. ARMY; ASK HANK GOWDY

Doughboys Worry Along Amid Hardwood Floors And Heavy Rugs

GENERAL MISSES OPERA

But Coblenz Folk Have Excellent Excuse For Not Giving Command Performance

(From The Stars And Stripes)

Paris, December 26.—This is the story of the softships of the Third American Army. For the Yankee troops who were assigned to take and hold the Coblenz bridgehead are leading the life of Riley on the Rhine.

They are stretching out at night in such billets as they never dreamed of in the days before the armistice. The officers and men are dwelling, all of them, in such comfort as they had not known since last their own front gates swung to behind them. They are living, some of them, in such elegance as they had never known before in all their days, nor will again. Every incident and circumstance of their daily existence is tremendously and dramatically different from what it would have been had the war gone on—and January with its rain and snow a-coming on.

The house that shelters the headquarters of the 32nd Division at Rengsdorf is the kind of modern palace our senators build when the Fifth Avenue urge is on them. The 1st Division staff is worrying along at Montabaur in such a structure as you would expect to find all planned in a "Town and Country" article under the title "How to Be Beautiful Though an Office Building." Now that the grenade-throwing season is over, the 166th Infantry has moved into a glass house at Oberwinter. Its regimental headquarters is basking in the solarium of a country club whose windowwalls look down on the magical Rhine which flows by to the strains not of the Lorelei, but of the regimental band at practice.

Not Only Generals

It is probable that when General Douglas MacArthur was dwelling in a fragrant French barn in the Argonne he little guessed that after his Christmas dinner he would have his coffee and cigar in the sumptuous billiard room of his own castle on the Rhine. He is unlikely ever to forget his present headquarters, and yet he will not remember it quite so vividly as he will that chateau where, at the time of the drive he scandalised his division by setting up headquarters three kilometers ahead of the leading regiments there to stay till he was literally shelled out.

But not merely generals are at ease. Doughboys of lesser rank—such as privates—are billeted in hotels and cosy houses. Doughboys fresh (as the saying is) from a 300-kilometer hike across Europe can be heard and seen skidding on rugs and clumping over gleaming, inlaid, hardwood floors, most painfully conscious of their hobnailed shoon.

Consider, for instance, Color Sgt. Hank Gowdy, of Headquarters Company, in the Ohio regiment of the Rainbow Division. Sgt. Hank, who recently resided in a somewhat insufficient indentation in a hillside near Exermont, now occupies with the senior color sergeant a suite of rooms in a Rhineland palace at Roaldseck.

The fittings are perfect, from the silken coverlets and the chaise lounge to the jeweled beside lamps. He never had such rooms before, even after the Braves won the World Series. From the windows he gets a matchless view of Roland's Castle, of the ruined silhouette of Drachenfels and of the Siebengebirge, receding in a haze-veiled panorama. He has acquired a guide-book which explains that the Seven Hills were placed there by the Giants.

"Jiminy Christmas," said Sgt. Gowdy, "it didn't happen when I was with them."

However, his favorite reading these days is the set of clippings which quote General March as saying that all the big league players would be recalled from the service in time for Spring training. He has mailed one of them to Washington with the following:

1st Ind.

From Sgt. Hank Gowdy, Hqrs. Co., 166th Inf., December 25, 1918—To General Peyton March, C. of S., U. S. A.

1. Returned. Approved.

Sgt. Gowdy, by the way, took two baths last week, which doubled his bathing average for the year.

In A Soft Drink Town

The 165th Infantry is living luxuriously at Remagen. But the friends of that murderous regiment can imagine what its personnel must have felt when they found themselves in the heart of the Apollinaris district, in the shadow of the Apollinaris church.

"And to think," said the 165th, "that they might just as well have sent us to this here Boosenburg."

Father Duffy retired immediately to his room in the Burgomeister's house at Remagen and sent out word that he was indisposed. The 165th, though it has been mauled on every battlefield and repeatedly replenished by replacements, still shakes a wicked brogue. Faith and they're after calling the Rhine the River Ryan.

Life on the Rhine is made up of drill, chow, loafing, cleaning-up, sight-seeing and sleep. The drill is mild, the cleaning-up instinctive. Every horse shines these days like a good deed in a naughty world, and so does every doughboy, for the Rhineland may be described as a country of beautiful bathtubs, and there is scarcely a private in the Army of Occupation who does not look as though he were bucking for orderly.

The sight-seeing is pretty severely circumscribed, for there are limits, and grim-jawed sentries pace those limits. There is the opera, of course, in Coblenz, but then Coblenz is for the chosen few, and the unchosen many yearn for it as the Yank in France yearns for Paris.

Calling Off The Show

One of the most commanding officers in the Third American Army decided to accompany several officers of his staff last Friday evening to the opera, which temple of the arts has been doing a thriving business since the Americans hit town. It would scarcely be a command performance, and yet the general's intention to attend was not altogether unknown.

So when word reached the headquarters on Friday morning that the performance had been called off, it looked a little suspicious. You see, Coblenz is under suspicion of being a trifle pro-German. Better be looked into. So three sleuths of the Intelligence department glided silently out. An hour later, they glided in again and their report was filed. It was brief but assuring. The opera house had burned down.

As a matter of fact, it had not burned down entirely. There had just been a bad back-stage blaze in the scenery. The fire was attended by everybody in town, and a good old fireline was promptly established by our M.P.'s, who could not help thinking of home when all but one nozzle, in the local fire apparatus failed to work. It seems that the receding Germany army had carried off all the good ones, to the considerable annoyance of the local population.

The local firemen, by the way, had some difficulty in attending the fire, as our conscientious M.P.'s feared they were violating the order against Germans appearing in uniform. The German postmen and trolley-car motormen lead troubled existences these days for the same reason.

French Give Performance

There are movies, too, at Coblenz, and then there was the show put on for the Americans and the natives by the French.

Nothing could have been much more striking than the contrast between the French and American methods of entering Coblenz. The Americans sort of dropped in in their casual manner, which so grievously disappoints those who crave a grand entry. Not so the French, when they passed through the city last Friday as a sort of gesture.

When the Americans entered Coblenz, they trundled in on a slow-poke German train, dropped out at the railroad station, marched to the nearest barracks and went to sleep. When the French came there river boats brought them down the Rhine at noon to the kind of music that sets the blood a-dancing, the drums thumping an accompaniment to the horns, while the cymbals crashed and the shrill whine of the Arabian reed-pipe sounded clear from shore to shore.

Before the review by General Dickman, the disembarking French were met (accidentally) by a detachment of 16 American soldiers ambling along the quay. To the French this must have seemed a rather indifferent escort for such an occasion, and it is hoped they learned later it was no official deputation—merely the local AWOL's out for an airing under guard.

The Americans were much gratified by a nice touch in the arrangements for the ceremony. They could not help noting that Marshal Foch had thought to send one of the regiments down on the Elberfeld, a craft evidently named after that famous Yank third baseman.

Glories Of Ancient Rhineland

In each divisional area there is some glory of the ancient Rhineland to visit. On the road that lies between Trier and Coblenz stands a beautiful lakeside monastery—Kloster Laach—whose basilica is wrinkled with a thousand memories of the 12th century. There is such a tomb there as Westminster would be proud to shelter. Even to this day monks labor and pray there within a cloister whose stained glass window must have shut out the spectacle of a world at war, and through whose thick walls the moan of agonised mankind must have come very, very faintly.

To this spot lately many American pilgrims have come, some to pray, some to stare in wonder at the high altar which William of Hohenzollern gave to the monastery, some so they could send home some such side-splitting postcard as this.

"Visited the Benedictine monks today and found them very cordial."

One visitor was a young American lieutenant whose brigade had done immortal things in the war and who was feeling sort of swanky in his shining spurred boots after the dreary mud of Champagne and the Argonne. He could not help swaggering just a little bit and even when he was led into the high collinged library, with its treasures of ancient volumes, he could not help saying something about the fine library in New York. The monk reached to the nearest shelf and handed him a Bible printed at Cologne in Latin and most exquisitely illuminated in that rare scarlet the old texts show.

"Gee!" said the lieutenant, with the dawnings of respect, "some book. Pretty old, I guess."

And he looked at the title page. The date was there. Very likely the monk had meant him to see it. It was 1491.

Exit lieutenant, thoughtfully.

Yes, the Yanks in the land of Schmidt are leading the life of Riley. But he would be a false chronicler who pretended for a moment that they were not most desperately homesick.

And more than all else one thing made the Army of Occupation homesick the week before Christmas. It was not the comfortable modern houses. The very sight of the eminently American plumbing gave the men a certain nostalgia, but it was not that. It was not the orchards, though they are eloquent of home. It was not even the shop windows all bright with Christmas favor and tinsels.

It was none of these. It was the rows upon rows of Christmas trees for sale in public squares. Their high fir points, where one might easily conjure up the topmost, wobbly candle—Mother would be in such panic for fear it would set the tree afire—these points it was that pierced the Yankee to the heart.

GOOD DIGESTION A JOY

Sound Hints for Dyspeptics

Good digestion is not appreciated until you lose it. Then you cannot afford to risk making experiments by trying uncertain remedies. Strong medicines are hard on weak stomachs.

To be able to eat what you want and to digest it is a priceless blessing. If you have lost it do not be deceived by the claims of predigested foods, purgatives, and stomach tonics, so-called.

There is no tonic for the stomach that is not a tonic for every other part of the body. As the blood circulates through all the body, an improvement in its condition quickly results in strengthening any weak organs. Rich, red blood is absolutely necessary to proper digestion. If your stomach is weak, and you are troubled with flatulence, sour risings in the throat, a feeling of pressure about the heart, and palpitation, try the true tonic treatment of Dr. Williams' pink pills.

The first noticeable effect of these world-famous Pills is an improvement in the appetite. Then the sleep becomes sound and untroubled, and is followed by a sense of rested well-being in the morning. The nerves grow calm and steady, the digestion regains normal healthy activity, a feeling of general betterment rapidly ensues.

So many dyspetics have been helped by this simple and readily obtained treatment that every sufferer from indigestion should promply try Dr. Williams' pink pills. Start today by obtaining a supply from your chemist. Or send $1.50 for 1 bottle, or $8.00 for 6 bottles, to the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. The little book "What To Eat and How To Eat," which contains much useful information on the diet, will be sent to you free in response to a postcard request.

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DEATH

TAYLER: On the 15th March, 1919, at the Isolation Hospital, Shanghai, Philip, the beloved son of Mr. and Mrs. A. L. Tayler, aged 15 months. The funeral will take place at the Bubbling Well Cemetery today, the 16th March, 1919, at 4:15 p.m. All friends are invited to attend. 21659

CARD OF THANKS

Madame Coursier wishes to express her most sincere thanks to all her friends for their many tokens of sympathy and for the beautiful flowers sent during her recent sad bereavement. 21660

Today's Church Services

Holy Trinity Cathedral.—Second Sunday in Lent. 8 a.m., Holy Communion. 9:30 a.m., Children's Service. 10:30 a.m., Naval Church Parade; Hymns 391, 542, 4, 540; Preacher: The Dean. 6 p.m., Evensong; Anthem: "At thy feet," (Bach); Hymns 140, 94, 198; Preacher: Rev. G. H. B. Southern, M.A., R.N., Chaplain of H.M.S. Suffolk. Five minutes before the hour of every service worshippers may sit in any unoccupied seats.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins; Preacher: Rev. W. Robbins, M.A. 2 p.m., Children's Service. 6 p.m., Evensong; Preacher: Rev. C. J. F. Symons, M.A.

Union Church.—11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "The God of Abraham, Isaac and Jacob;" Chant 45; Anthem: "Whom the Lord loveth." (MacPherson); Hymns 533, 743, 72. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "Series on perils of the Christian life;" 1. "Speculation without regard to facts;" Chant 50; Anthem: "The day is gently sinking." (Smart); Hymns 543, 78, 694.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m., by Rev. Milton F. Stauffer, M.A., B.D. Evening 6 p.m., by Mr. Arthur Rugh, B.B.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. J. W. Nichols, M.A.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m., Subject: "Substance." Sunday School 10 a.m. Wednesday Evening Meeting 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Rd.

Sunday Service League.—Dr. W. Hopkyn Rees, General Secretary of the Christian Literature Society, will speak on "The School and its Repor." this afternoon at 5 o'clock in the Martyr's Memorial Hall, 120 Szechuen Road.

Speaker Clark Takes The Floor

IT is only once in a great while and on only important occasions that Speaker Clark descends from his desk to address the United States House of Representatives from the floor. When he does speak he merits the widest and most prominent publicity, says a writer in The New York Journal.

The subject which most recently demanded his attention was the question of the duty of his country toward Russia and the righteousness or unrighteouness of keeping American soldiers under arms against the Bolshevik forces.

The Speaker cited the specific causes which called American soldiers to arms and pointed out the purposes which they enlisted to accomplish. Of the Russian situation he said:

"If there were any reasonable hope of our being able within any reasonable time, or with any reasonable face to establish peace and good government in Russia, there might be a great temptation to the national sentiment of our people to make further sacrifices of our men and our money to do it. But there are 197,000,000 of these Russian people. How many men would we have to send and how many years would they have to stay to assure order and a stable government? The experiment to promise success would bankrupt us of men and money and red American blood.

"Consider the multitude of conflicting and incoherent people there. There are nearly a dozen peoples who do not speak the same language, or understand each other, or have any present basis of coherent agreement.

"The task is hopeless for present American adjustment.

"Russia must do as other nations have done. She must do as France did in her own chaos that preceded popular liberty—she must work out this rehabilitation herself. It took France a hundred years to do it. Russia, with the moral support of the other nations and in the high examples and close contact of these times, can reach a readjustment in a far shorter period.

"The obligation is not upon America with such tremendous force, and does not call for the colossal sacrifices it would entail upon our people to bring peace and order to Russia, 5,000 miles away. It is a quixotic suggestion which does not impress the common sense or the international charity of the American people.

"If the common sense and inherent qualities of the French people moulded order and civilisation out of their chaos, the same qualities in the Russian people will react against Bolshevikism in time. If we can prevail to establish a stable government in Germany—which we must do for our own welfare, and will do—the bulk and force of the international example will prevail with Russia.

"Our own American problems and responsibilities are so vast and so compelling that we need all our strength and genius applied to our home affairs for the next few years, so that we may reconstruct our institutions to the necessities of the new order and build up our own country to stand as a model and exemplar for the popular governments of the world.

"This is the first and highest duty of the great republic. We cannot afford to drift into social revolution and chaos in the effort to pull a giant nation out of the mud.

"Let us set our own house in order. Let us, indeed, be the international city set on a hill whose light of good government cannot be hid, and whose Statue of Liberty must enlighten the world."

This speech of Speaker Clark follows largely the trend of what Senator Hiram Johnson has said at the other end of the Capitol.

Both of these national legislators calling attention to a question that must sooner or later receive direct and decisive action.

The longer American soldiers fight in the snowy swamps of northern Russia and the below zero temperatures of Arctic latitudes the fewer there will be to come back home to the counry for which they enlisted to fight.

The Open Boat

"When this here war is done," says Dan, "and all the fightin' through,
There's some'll pal with Fritz again as they was used to do;
But not me," says Dan, the sailor man; "not me," says he;
"Lord knows it's nippy in an open boat on winter nights at sea."

"When the last battle's lost an' won, an' won or lost the game,
There's some'll think no 'arm to drink with squareheads just the same;
But not me," says Dan, the sailor man, "an' if you ask me why—
Lord knows it's thirsty in an open boat when the water-beaker's dry."

"When all the bloomin' mines is swep' an' ships are sunk no more,
There's some'll set them down to eat with Germans as before;
But not me," says Dan, the sailorman; "not me, for one—
Lord knows it's hungry in an open boat when the last biscuit's done."

"When peace signed and treaties made an' trade begins again,
There's some'll shake a German hand an' never see the stain;
But not me," says Dan, the sailor man; "not me, as God's on high—
Lord knows it's bitter in an open boat to see your shipmates die."—

Celia F. Smith, in Punch.

Australia's Views On German Islands In The Pacific

Temporary Jurisdiction Sought With A View To The Future Self-Government Of The Former German Colonies In The Pacific

By Hon. H. Y. Braddon, M. L. C.
(Commissioner For Australia In America)

AUSTRALIA feels whole-heartedly that it would be an injustice and a menace to the European and native inhabitants of the South Pacific if the German colonies of that region were to be returned to Germany after the signing of the treaty of peace. That is the paramount consideration. As a secondary consideration Australia feels that the retention of the islands by the British Empire would probably be a happier solution, and would make for the future security of the Commonwealth and the neighboring lands.

Australia has a strong case for presentation to the world and to the Peace Conference, which has just begun its sittings in Paris.

"The Case for Australia," reads a report recently drawn up by several Australian experts, "may be stated under the following heads:

"1. The retention of the German islands by the British Empire is necessary for the future security of Australia and the South Pacific world, because:

"It will be conducive to the future peace of the world:

"It will be in the interests of the native races:

"It will promote the development of the islands by their own original inhabitants:

"It will tend to prevent the exclusion of any nation from the available supplies of raw material.

"The change of itself will not inflict any hardship either on the colonists or on the original inhabitants.

"2. Return of the islands to Germany gives her an opportunity:

"To hatch further imperialistic schemes:

"To use the harbors of the island as submarine and naval bases for operation in the South Pacific:

"To menace Australia's safety and the safety of nearby domains:

"To continue to mistreat, and eventually to eradicate, the native populations of the island:

"To selfishly retain the natural resources for exclusive German exploitation:

"To apply to the Pacific a doctrine which would have the same evil effect as the 'Mittoleuropa' schemes as applied to territories from Berlin to Bagdad:

"To avoid full payment for her aggressions, for her colonies would be an important asset with which to cancel part of her indemnities."

The foregoing two points, with their sub-heads, sketch in outline the brief which Australia confidently presents to the impartial judgment of the world.

The Commonwealth is actuated by the very human principle of self-preservation. She knows that the German islands question must be answered—will be answered— but she wants an answer that will forever assure her safety. And that means the colonies must not be returned to Germany. This is of first importance. Of second importance is the problem, "To whom shall they be given?"

Although not moved by any imperialistic impulse, the Commonwealth of Australia feels that the British Empire would probably be the best guardian of the islands. This is arrived at by a proces of elimination. In has been suggested that the United States might assume a protectorate over German New Guinea and Samoa, with the consent of the Allied nations. This, it is felt, though it would probably be approved by Australia, would not find favor in America. The United States, it is very generally understood, does not desire extended interests in the Pacific. As a matter of fact she would probably find them an inconvenience; and their guardianship would be opposed to even a modified interpretation of the Monroe Doctrine.

This leaves Japan, France and Great Britain as the only other powers which might conceivably assume supervision of the islands. France is in effect eliminated—because all her resources and attention will be devoted for some time to the restoration of her own land and its industrial activities. Japan has expressed no desire for Germany's possessions so far south in the Pacific. Her sphere of influence as outlined by her own statesmen has been in an eastern direction from her own territories in the Northern Pacific.

Australia, by natural fitness, by interest, and by the necessity to protect her very existence, stands out as the most logical country to assume control of the islands.

"It is necessary to stipulate at the outset," continues the experts' report, "that advocacy of the retention of the German possessions in the Pacific on behalf of Australia does not imply a claim that any of them must necessarily remain forever in the jurisdiction of the Commonwealth."

Intelligent Australian opinion senses clearly that the best fate for the islands would be ultimate independence with nominal inclusion in the British Empire. Australia and her sister Commonwealth, New Zealand, are willing to undertake the work of setting these islands in the path leading to that independence. It is not wholly altruism which prompts this course, but rather an enlightened sense of self-protection.

Proceeding to develop the points in the case, the report says:

"Ever since 1893 the Australian people have recognised that if the harbors of the Pacific, and especially those of New Guinea, were fortified against them or held by an unfriendly power, the coast of Queensland would be exposed to attack, with disastrous consequences to its social and economic life; whereas, if the islands were in their own hands, the harbors might remain unfortified and Australia relieved of the great part of the expenditure otherwise necessary for naval and military defense.

"It is said that these fears have been answered by the ease with which the German possessions were occupied at the outbreak of the war, but this will not stand close examination. The Carolines, which constituted the outer frontier of the dominions, sheltered an enemy fleet which was strong enough to defeat a British squadron; that enemy fleet was only brought to battle—destroyed—by the combined operations of the Japanese, British, and Australian navies.

"The war has completely altered the conditions of strategy in favor of aggression by the weaker naval power. The islands before the war constituted a frontier for Australia consisting of an outer and inner ring, of which the outer would be used as a screen for the enemy's fleet and the inner as the starting point for invasion. Today each island and each harbor is a possible submarine base from which to cut off the trade and transport of Australia to the East to the Panama Canal, and to British India.

"The argument might be advanced that questions of defense will be completely solved by the League of Nations after its formation. Australia, a stanch believer in the League of Nations-to-be, knowing that the purpose of the League will be to prevent future wars, gives an added impetus to that purpose by demonstrating that, given the islands, war will be done away with in the South Pacific. In short, the Commonwealth advances the firm belief, based on facts, that possession of the islands is a necessary adjustment attendant upon the formation of the League.

"Germany has offered to disarm and to become a partner in the League of Nations. It will be for the Peace Conference to decide the weight to be attached immediately to such an offer. We are entitled to affirm that it is a deathbed repentance that is not by any means indorsed by the whole German people, and that there are no signs of any permanent disposition to agree to the abnegation of sovereignty and subordination of policy which honest membership in such a league world entail.

"For the protection of native races two factors are necessary—character and capacity in administrators, and a high standard of public opinion at home.

"Australia has recognised that a people which assumes control of a tropical country takes on itself a two-fold obligation. It must have regard for the welfare of the native inhabitants and it must endeavor to assure an adequate contribution from the country controlled to the common stock of the world. Australia's administration of Papua, from the time of Sir William MacGregor onward, has demonstrated that she has lived up to the obligations involved.

"It should also be noted that in the Fiji Islands and other islands in the Pacific under British control the decline of population has been arrested and many of the causes to which it had been attributed have been removed.

"The Pacific Islands under the German flag have meant the Pacific Islands for the Germans. The exclusive policy adopted by German shipping firms illustrates this point. Many disputes arose over this policy of exclusion.

"No better guarantee that the islands under the empire would be open to the world commerce is needed than the already known British policy.

"German advocates may argue that the reasons against her return to the Pacific are outweighed by the hardships which a change of Government would inflict on her individual colonists. Such an argument, however, cannot apply to the Pacific. New Guinea is the oldest colony of any importance formerly belonging to Germany. The possession of Samoa and the outer islands dated from the present century and the Spanish-American war. In New Guinea, which was annexed in 1884, there has been no extensive settlement. In 1913 the European population in the Bismarck Archipelago was 597. There were also 88 Japanese and 1,141 Chinamen. Of the European population 85 were Government officials, 162 planters, and 88 merchants. The missionaries, with their wives and staff, numbered 293. The Papuran returns for the same year show a white population of 1,219, of whom 113 were Government officers, 109 missionaries, 151 planters, 136 shopkeepers and clerks, and 172 miners.

"There were also 262 colored mission teachers, mostly from Samoa. It is clear that only a miscroscopic section of the German population has sought a home in the islands. It must also be remembered that this section has recently lived under an Australian Military Governor and has administered its affairs through him, with great prosperity and satisfaction, during the last four years."

Part 2 of "The Case for Australia" is mainly an indictment of German methods in international and colonial intercourse. An indictment against Germany is no new thing in these days. Germany has been so infamous during the last four years that any reasonably stated case against her carries immediate conviction throughout the world. Judged by her past, as her actions in the Pacific must be, Germany stands convicted.

It is hardly necessary to develop Part 2 any further. It may prove interesting, however, to comment briefly on the last two subheads, namely, "Return of the colonies to Germany gives her an opportunity:

"To apply to the Pacific a doctrine which would have the same evil effect as the 'Mitteleuropa' schemes as applied to the territories from Berlin to Bagdad;

"To avoid full payment for her aggressions, for her colonies would be an important asset with which to cancel her indemnities in part."

Germany's famous "Mitteleuropa" plan was a heinous piece of diplomacy. Back of the plan lay an understanding of the physical principle of the wedge and the Bismarckian principle, "Keep your enemies in misunderstanding." "Mitteleuropa" was to consist of a union of Germany, Austria-Hungary, Turkey, Bulgaria, and those parts of the Balkans which were to be conquered, thus separating East Europe from the west. The wedge would hold these sections apart, making possible a diplomacy designed to keep other powers in a state of perpetual suspense, such as Bismarck practiced with success until the formation of the Entente Cordials. As to its economic value much can be said. The proposed railroad from Bagdad to Berlin would tap the area traversed, as well as the Near East, and would at the southern terminal be the radius for Far Eastern antennae of exploitation—for instance, India.

An identical method applied to the Pacific would constitute a wedge between Australia, Japan, and the United States, making it easy, as Germany would conceive it, to sow misunderstanding among these three countries.

The world is agreed that Germany should be punished for her part in the war. There are differences of opinion only as to the extent and nature of that punishment. Clearly, however, Germany should be compelled to pay in a currency she has available and which would not destroy her future ability to pay. Her colonies are such a currency.

The preliminary meetings of the representatives of the great powers in Paris seem to indicate that the conferees understand Australia's relations to the German colonies in the Pacific. Australia has a just plea to put forward; she can, I think, look forward with confidence to the favorable acceptance of that plea by the nations assembled at the Peace Conference.

Topics In Brief

A lot of men love their country, but not enough to let it own the railroads.—*Columbus Citizen.*

It will not do to discharge a man from the fighting-line into the breadline.—*New York Evening Sun.*

The peace table has begun on the soup and fish. The nut-cracking will, as usual, come at the end.—*Chicago Tribune.*

After getting the farms for the soldiers, the next job will be to get the soldiers for the farms. This is not 1865.—*Duluth News-Tribune.*

Make Paderewski President of Poland, so that the Germans will have to face the music.—*Indianapolis Star.*

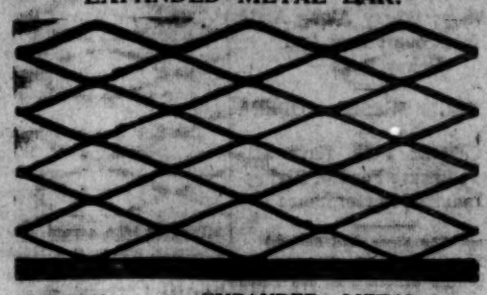
Also it may be possible that a majority of the Germans consider it cheaper to go Bolshevik than to pay an indemnity.—*Dallas News.*

German papers say that Theodore Roosevelt was the "arch enemy" of Germany. This is the most complete and wholly satisfactory eulogy that has yet been uttered.—*New York Tribune.*

Edsel Ford, twenty-four-year-old son of Henry Ford, has been made president of the Ford Company at a salary of $150,000 a year. Which makes one more Ford that got there without a self-starter.—*Franklin Star.*

INDENTED SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



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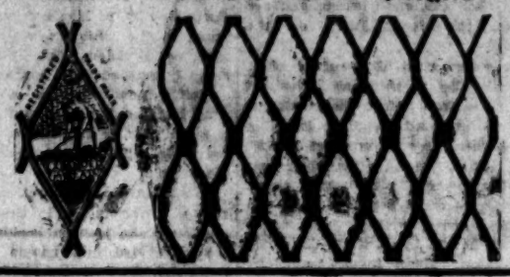

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ESTIMATES—FREE

OVER HERE! By Callahan

BLUBBER WENT TO SLEEP WITHOUT TURNING THE OIL STOVE FLAME LOW-
GEE! I THINK THE OIL STOVE IS SMOKING.
WHAT AN AWFUL OIL CAN HE TURNED OUT TO BE.
HE'S GOT A BLACK LOOK.
NICE DOPE.
GOOD GRACIOUS! MY LACE CURTAINS WILL BE RUINED. THAT SOOT GETS ALL OVER EVERYTHING.
SWEET ESSENCE OF OIL.
HIS APPEARANCE HE GOT IT ALL.
HIS SUIT IS ALL COVERED WITH SOOT.
I KNOW THAT STOVE WILL EXPLODE ONE OF THESE DAYS.
CALAMITY JANE.
HAW-HAW! HE LOOKS LIKE AN END MAN IN A MINSTREL SHOW.
I HOPE NONE OF MY HATS WERE SPOILED.
HE LOOKS LIKE THE END OF SOMETHING ELSE THAN A PERFECT DAY.
YOUNG NUISANCE FIGURES THAT BLUBBER HAS BEEN PLAYING WITH THE COAL SCUTTLE. HE DIDN'T ASK THE KIDS PERMISSION.
I KNOW MY HON WOULDN'T BE AS CARELESS AS THAT.
DEARIE'S FLAME OF LOVE NEVER SMOKES. ONLY GIFT CIGARS.
HE'S A HOT SKETCH.
LETTING THE FLAME OF THE OIL STOVE BURN TOO HIGH, WAS A WICKED THING TO DO.
"COMEDIAN"
IT WAS A BURNING SHAME.
DON'T TURN AN OIL STOVE TOO HIGH - YOU MAY "GO OUT."
HOW THICK IS SMOKE?
FROM DOLLY BENSON.
OL' JOHN DON'T

Musical Matters

By R. B. Harry Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Mr. Geoffrey Shaw, lecturing upon the characteristics of English music continually contrasts English and German methods, moods and ideals.

Speaking of internationalism in music he stoutly opposed the doctrine that there should be one dominating influence to which all nations should submit, so as to produce a sort of musical Esperanto or Yiddish, with English music, for instance, as a pallid reflection of Brahms and Wagner. A better internationalism meant that each nation should give its best to the world, music that was distinctly national, and distinctly revealed the national character.

Mr. Shaw then described three distinctive qualities of Old English folk songs. (1) Freedom of "shape" appeared in the tunes, in striking contrast to the smooth melodic curves, the cramping symmetry, which marked the German folk-songs. (2) Freedom of rhythm was conspicuous, five or even seven beats to the bar being found in old tunes, in striking contrast again to the regular rhythm of German folk-songs, which struck some ears as dignified, other ears as "stodgy." (3) The modal scale, or traces of it, appeared in five-sixths of our traditional music. Germany again broke away from this tradition, and brought in the modern scale now in vogue at the music-halls, and popular among pianists.

Mr. Shaw illustrated these three characteristics by singing a number of old folk-songs, and the following modern songs which breathed the old spirit: Blake's "Songs of Innocence," by Geoffrey Gwyther; "The Cuckoo," by Martin Shaw; "On Linden Lea," by Vaughan-Williams; Christina Rossetti's Easter Carol, by Martin Shaw; "Lullaby," by J. S. Scott; Masefield's "Sea Fever," by John Ireland.

Neither Mr. Shaw nor anyone else wishes to deprive the great German composers of one atom of the glory which rightly belongs to them.

The recurring reflections to the detriment of Germany may annoy the ardent admirer of the "classics" who is forever murmuring the great names of German composers, and whenever modern music, French or English, is mentioned changes his murmur into an indignant snarl, with an obvious disappointment that no one of the moderns is immediately annihilated.

Yet there is justification for the opposition of aim which Mr. Shaw implies; not opposition between the "classics" and the "moderns" themselves, but between the disciples of one and the other.

Here is a reminiscence by an English critic of Dr. Hans Richter with his attitude towards the music other than his beloved classics. Twenty years ago there was little perhaps to admire in English music, and Richter stopped growing just when the music of his adopted country began to discard its foreign nursemaids and to stand on its own feet, (the nursemaids having made a very good thing of its dependence in them).

"Dr. Hans Richter I shall always regard as a relic from the past; a well-preserved relic, it is true, and a very useful one,—but a relic all the same. He lived on his past, or, rather, he reclined on his past as on a soft and gentle cushion. I must have attended sixty or seventy of the rehearsals of the concerts he gave in Manchester for the Halle Concerts Society, and I never came away from one of those rehearsals without feeling that most emphatically and in every way he was a conductor who, as we rather slangily say, "knew his job." He *did* known his job: I mean he knew the *technique* of his job. He could play every instrument in his orchestra, and he could play some of the instruments very well indeed. And he knew what music is—what great music is. He was saturated with Wagner; he thought and talked and lived Wagner. He carried on a noble tradition and kept it alive. Yet, in spite of all this, he had very definite and precise limitations. At middle-age his mind stiffened and refused to grow. Richard Strauss was too clever for him and Debussy far too spiritual. A chord, *a nuance* or a phrase that was not to be found in Wagner was to him an impertinence. And, later, he became lazy. His interpretations of Beethoven were insipid and dull, and his *tempi* became slower and his manner more perfunctory.

I shall always find it impossible to forgive Richter for his attitude towards British music. He admired Elgar much, and Bantock, I think, a little. But during the whole of that long period that he spent in England, accepting English money for helping to satisfy the musical hunger of English people, he never did anything, except one thing, for the cause of our native music. That one thing was his refusal to play Sullivan's "The Golden Legend" at a certain Birmingham Festival—a very proper act on Richter's part, and one that did him honor. But so far as I know history has not yet revealed any other good act of Richter's for British music. His disbelief in us and in our capacity for creating music was, indeed, so great that he refused to examine any of the MSS. that our trusting composers were in the habit of sending him for performance at one or another of the concerts he conducted. Why, indeed, should he take the trouble to read music that probably he would not like, when there was to hand so much old music that he did like? That appears to have been the question he put to himself, and the answer to that question lay in the question itself.

"In manner, he was boorish and overbearing. Yet he could be meltingly suave and hypocritically sweet when it was in his interest to be so. I once heard him praising and saw him fawning on a singer for a performance that was a violation of almost all the canons of art."

Your Work Is Your Brain's Gymnasium

By Arthur Brisbane

For "buyers" in big stores,

For clerks in little stores,

For office boys,

For typewriters, reporters, domestics, for all who are hired to work for others, this article is intended.

There is no greater mistake than skimping your work—*because you are working for another, and fear you may do too much.*

For your own sake remember that whatever you do in the way of honest, concentrated work you do *first of all for yourself.*

Only one thing in the world can improve you and better your condition, and that thing is your own effort.

You begin life with certain mental faculties, and with certain muscular faculties. Their development or decay depends entirely on yourself.

No work that you do is worthless. It will *never* pay you to neglect or slur the task that you have undertaken.

You may be idle, in the thought that you are indulging yourself at the expense of your employer. It is a dishonest thought, and it is a stupid thought at the same time.

You may rob your employer of the time that he pays for, but when you shirk your work you rob yourself first of all.

You may say that your employer pays you too little. Perhaps he does. But that is no reason for hurting your moral character through dishonesty. It is no excuse for failing to develop yourself.

The store, or factory, or office in which you work is to your mind what a gymnasium is to your muscles.

You enter a gymnasium *and pay for the privilege of working there.*

You do not say to yourself: "This gymnasium belongs to another man. The profits go to him, and so I'll not work hard."

On the contrary, you realise that the owner of the gymnasium gives you the chance to develop your muscles, and you thank him, although he makes you pay for the privilege. And you do your very best, on the trapeze, rings, parallel bars, or in any other direction.

Act in your work as you do in your gymnasium hours.

There is no kind of work that can fail to make you a better and more successful man if you work at it honestly and loyally.

If you sweep an office, sweep it well. And begin punctually each day, remembering that punctuality acquired in sweeping an office may be used later in governing a city.

Train your mind through your work, whatever it is.

Study the lives of those who have succeeded. You will see that they did whatever they did as well as they could.

Edison was an ordinary telegraph operator. But he was not content with merely working as others worked. He worked very hard, devised means to make more valuable the instruments of his employers. Soon he was an employer himself, and, what is far better than being an employer, he was a creator of new ideas and a benefactor of the world.

Intelligent readers will not misinterpret this advice to mean that they should *overwork* themselves, or work regardless of their own physical welfare.

The right course is this:

Do as much as you can in the present, without drawing on your future reserves.

Don't work all night and then go on the next day. Such effort impairs permanently your store of vitality, and that vitality is your capital.

But never form the habit of neglecting work, of shamming and lying instead of achieving honestly.

You may deceive one employer, or ten. But you can't deceive nature, and you can't deceive yourself.

You can form good habits only through regular work. You can develop your faculties only through exercising them honestly and systematically.

Merely working "fairly well" is not enough.

If you want to run a mile fast, you do not merely jog. You try every day to run the mile faster than you did the day before. If you want to learn to jump high, you strain your muscles and try over and over to do what you can't do. Ultimately you achieve it.

Keep that in mind when you work. Remember that you must wind yourself up. The most watchful employer may discharge you. But he cannot wind you up.

Be a self-winding machine, and keep yourself wound up.

Your hardest effort may fail to achieve greatness. But honest work will at least make it impossible for you to be a failure.

Train your brain, nerves and muscles to regular, steady, conscientious effort. Make up your mind that *for your own sake* you will make every effort your best effort.

You will soon find yourself a more successful, more self-respecting, abler man or woman.

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No Order, No Industry, No Schools Now, Says 'Grandmother Of Revolution'

APPEALS FOR WAR ORPHANS

Says Reds Get Support By Controlling Food Supply—Denounces Soviets

New York, January 30.—Catherine Breshkovskaia, living witness and embodiment of half a century of struggle by intellectual and forward-looking Russia against reactionary and Tsarist Russia, arrived in New York yesterday morning, ending a journey that began at Omsk. The "Little Grandmother of the Revolution," or "Babushka," as she is known to millions, was received at the Grand Central Station with flowers and cheers by a crowd of several hundred persons, who included a number of friends she had not seen in fourteen years. When her friends were able to tear her from the enthusiastic throng she was taken to the Henry Street Settlement. There she gave several interviews, and, in spite of her fatigue and her 75 years, she answered a rapid fire of questions about Russia, until her interviewers ran out of queries.

Mme. Breshkovskaia is opposed to the Bolshevists. She told a story of Bolshevist destruction, and of the plans of the Socialist-Revolutionists, the party of which she is a member. She wanted it understood that socialism and bolshevism could not be classed together. She was emphatic in her assertion that all of Russia would oppose intervention. If intervention by other nations was carried on for selfish motives. When asked how long the masses of the Russians would stand for the Bolshevist regime, she replied that Russia had lived for 300 years under the yoke of the Tsars.

The work nearest her heart, said the little white haired woman, who has spent the best part of forty years in Russian prisons, is the relief of the four million orphans of Russia, made helpless and homeless waifs through the war, the revolution, and the Bolshevist regime. She wants to tell the story of these waifs to America, and on February 10 at Carnegie Hall she will be tendered a reception by the Civic Forum and the Friends of Russian Freedom, and will there make her appeal.

Next to the relief of the orphans, Russia needs books and teachers, she said. Supplies should be forwarded to her country, she added, and this as soon as possible. Agricultural implements, machinery, railroads, commodities of all kinds must go forward, she said, and Russia would give in exchange the treasures of the earth.

"Are you tired?" asked a solicitous friend, while she was being plied with questions at the Henry Street Settlement.

"Tired? I have been fighting for fifty years. Why should I be tired now?"

Bolshevists Not Socialists

"Why do you American people think that the Bolshevists and the Socialists are the same?" she asked. "There is the greatest difference between them, and the Socialists are now at war with the Bolshevists and struggling against them. And why you make the great mistake of dividing the Bolshevists from the Soviets, when the Soviets are the children of the Bolshevists in Russia today? During the first revolution the Soviets were needed, for there was no other possible organisation of the people. They had no political liberty at that time, and we were very glad to have the Government in the hands of the people. But it was an organ for the moment only. Now the people have political liberty, and it should be possible for them to have a democratic constitutional government which would represent all the people.

"The people of Russia were freed and masters of life for three months following the revolution of 1917. They not only had the land, but they had the industries, only they were not able to handle them and now everything is gone.

"The rule of Trotsky and Lenine has been very bad. If you would only see the disaster their policy has brought to Russia. Under them Russia has been destroyed. There is no order, no industry, no education. The schools, the colleges, the universities, the libraries, the books, all are destroyed. And I am in America hoping to get thousands and thousands of books to send to the peasants, so that they may be able to learn to read. We need educators and we need railroads.

"The Soviets are not elected by the people. For the most part their members are sent from Petrograd and Moscow—Bolshevists, who act as dictators, and nobody can oppose them. They are Red Guards and Letts and German prisoners. Magyars and Chinese, who came in during the war to work in the industries, are still there, but they no longer have work, and they make up the troops in Moscow. The workers and peasants are against the Soviets—all except the armed groups composed exclusively of Bolshevists. And that armed group is made up of men out of work, who can get no food unless they join the Bolshevist army, which will give food only to its members.

"It is difficult to speak of Russia unless you understand Russia. So few do. Today everything on the surface is destroyed, but in the ground there is unlimited wealth; the natural resources are inexhaustible.

Bolshevist Propaganda

"When Russia was freed from the yoke of the Tsar we were as free as the birds that soar—free from the bureaucrats. It was a splendid Government that was started in Petrograd by Free Russia. It was planned to elect a Deputy for every 200,000 of the population. All over 20 or 21 were given the right to vote, excepting criminals. However, as early as June, 1917, Bolshevist propaganda swept the land. As soon as the Tsar was overthrown the Bolsheviki started the cry, 'You will never get freedom. You will never get land if you wait for the Constitutional Assembly. Take it now.'

"They said there would be no more war under Bolshevist rule. The soldiers in Russia were glad to hear this, as they were tired of the war. They also promised an abundance of food. They said they had been promised food from other countries—Germany."

Declaring her opposition to military intervention by the Allies, Mme. Breshkovskaia said that America must understand that an illiterate people, 80 percent of whom cannot read and write, who have suffered under the regime of the Tsars, cannot make a "smooth" revolution. She believes the Russians will work out their own problems, but it will take years. The Russians in the towns taken by the Czecho-Slovaks, she said, are grateful to the Czechs for their deliverance. In telling of her escape from Bolshevist Russia after it had been reported that she had met death at the hands of the Bolsheviki, Mme. Breshkovskaia said that friends hid her for two months from the Bolsheviki in Petrograd and for six months in Moscow. Thence she was spirited away by other friends and made a great detour of the Bolshevist lines from Moscow to the Ural front. Thence she reached Omsk and traveled to Vladivostok. Her party, the Socialist revolutionist, she explained, stands for the convocation of the Constituent Assembly under a system of elective representation.

"Russia is corrupt," she continued. "It has been that way for two years. You cannot expect different conditions when there is no religion and no education."

At the Grand Central Station at 9:40 yesterday morning, when Mme. Breshkovskaia arrived from Chicago, the crowd which awaited her included Alice Stone Blackwell of Boston, Lillian D. Wald, head of the Henry Street Settlement; Mrs. Henry R. Massey, General K. M. Oberuchoff, Governor of Kief under Kerensky, and many Russian revolutionists and American friends of Russia. Helen Dudley, a social worker of Boston, who accompanied "Babushka," said that the enthusiastic welcome at the station was the same as greeted the aged exile in every city where she stopped from Seattle to the East. Several of her admirers thrust flowers into Mme. Breshkovskaia's hands and fought for a close glimpse of the brave little figure. Her friends bundled her into a taxicab, and she found herself shortly in the Henry Street Settlement, where, under the photograph of Prince Peter Kropotkin, a fellow revolutionist, she told her story.

Proclaim Principles Of Russian Policy

'Ambassadors and Business Men' For Popular Sovereignty And Treaty-Keeping

Paris, January 29, (Associated Press).—A declaration has been issued and delivered to the Allied Governments by what in the document is called "a conference of Russian Ambassadors and business men in Paris." The declaration says the object of the conference was to defend the rights and interests of Russia by "solemnly proclaiming, in the name and by the order of the united Governments of Russia, the principles by which the nation's policy will be inspired."

"No matter when order is restored in Russia," the declaration continues, "this order cannot be founded on the principles which formed the basis of the old regime. It is hard to formulate precisely, for the present, what the actual constitution of Russia will be, but it is possible to form the basis of the democratic organisation of Russia. These principles are:

"1. The new legal order must be founded on the sovereignty of the people, who will exercise their power through organisations of their own choice, which will be responsible to the people and will guarantee to them the inalienability of their sovereignty.

"2. No difference is to be made between the people's prerogatives and class privileges. There will be equality for all in the eyes of the law, and free access to all the degrees of the political and social scale.

"3. The rapid development of producing forces, the encouragement of all private initiative and all measures likely to attract capital into the country. At the same time the State must adopt all measures to safeguard for the laboring classes all the economic and social experience accumulated by international practice.

"4. The most important question must be the settlement of the agricultural problem, which, to attain social peace, must be solved in the interest, of the large masses.

"5. During the revolution, a disorderly movement occurred on the part of peasants who took possession of the land. This exceptional situation demands exceptional means for dealing with it, but to return to the old state of affairs is impossible. Peasants must own more land than hitherto, but, for the present state of anarchy, there must be substituted some legal basis."

The declaration continues by advocating "administrative decentralisation," and recalls that after the revolution of 1917 the new Russia proclaimed the independence of Poland and revised the ties uniting Russia and Poland. At that time, it is said, the autonomy of the Baltic peoples was urged.

"This work, interrupted by the Bolshevist movement, must be resumed," the declaration says. "New Russia must destroy at the origin the artificial causes of unhealthy separatism. She must cause the unity of the State to become organic by making the interests of the State, as a whole, correspond to the particular interests of each of the nationalities represented in the country."

The declaration concludes by saying:

"Russia pledges herself to fulfill all obligations arising from treaties she concludes, but claims the right to be indemnified by the enemy for damage sustained during the war, which caused her heavy sacrifices."

Germans Feared Negro Soldiers

Reward Of 400 Marks Offered During War For Each Black Trooper Taken

With the American Army of Occupation, January 4. (Correspondence of the Associated Press)—Wherever American negroes have appeared in the territory occupied they have attracted much attention from the natives.

At Coblenz and other places crowds assembled wherever negroes stopped and it was necessary for the military police to prohibit gatherings in the public thoroughfares. Even yet in Coblenz and Treves negro soldiers attract great crowds of German children every time they appear in the streets.

The German soldier also regards the negro with great curiosity. According to a discharged German soldier in Rengsdorf the German army, early in the war, offered a reward of 400 marks for each negro captured alive.

The discharged German soldier said that throughout the war German soldiers lived in great fear and even terror of the negroes and it was in order to overcome this fear that rewards were offered.

One evening on the front a scouting party, consisting of ten Germans, including the discharged soldier, encountered two French negroes. In a fight which followed two of the scouting party were killed. One of the negroes escaped, the other being taken prisoner. During the fight two of the Germans left their comrades and ran to the protection of their own trenches, but these, it was explained, were young soldiers and untrained. The reward of 400 marks subsequently was divided among the remaining six Germans.

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Liquidation Of Turkey As Solution To Near East Problem

Proposed partition of Turkey to prevent disturbances in the future.

Dr. Dadourian, an Armenian, came to America in 1900 to study science at Yale. After graduation in 1903, he entered the graduate school. He received the degrees of master of arts and doctor of philosophy. In 1906 he was appointed instructor of physics at Yale and taught physics and mechanics until 1917, when he became an aeronautical engineer in the War Department, doing research work on problems connected with locating hidden enemy guns by sound. Besides being a scientist, Dr. Dadourian is a student of European and near Eastern questions.

One of the most important problems which the Peace Conference has to solve is the Turkish. The importance of its proper solution will be appreciated when it is remembered that during the last hundred years Turkey has been the cause of a dozen wars and a source of constant friction among the principal Powers of Europe, to say nothing of the internal disturbances and massacres which have invited a great number of diplomatic and military demonstrations.

Furthermore the possession by the corrupt Turk of the keystone of the three Old World continents encouraged Germany to hope and to plan for world dominion through the domination of Turkey and was instrumental in bringing on the world war.

This is not the first time the Turkish problem has been placed on the table for a final settlement. In the past, however, shrewd Turkish politicians by means of subterfuge and falsehood prevented the complete solution. To illustrate this statement we need only mention some of the more recent cases. In 1874, when the Turkish problem was under consideration, the Sultan sent Midhat Pasha to tell the conferees: "Gentlemen, the Sultan has granted a constitution to his people, consequently there is no more need for further deliberation."

But as soon as the danger passed he disposed of the constitution, dispersed the Parliament, exiled the man who had drafted the constitution and started the Bulgarian massacres which resulted in the Russo-Turkish war of 1876-7.

Again in the Spring of 1894, when an English fleet anchored at the entrance of the Dardanelles and threatened to force its way through unless the Turkish Government introduced the reforms which the treaty of Berlin guaranteed Armenia, the Sultan made promises which caused great rejoicing among Armenians. Having thus averted the danger the Turkish Government started the general massacres of 1894-6, during which over 100,000 innocent Armenians were murdered.

Again in 1908, when as a result of the Reval conference between the late Tsar and the now deposed Kaiser the disruption of Turkey seemed inevitable, the Turks once more appeared with a constitution and glowing promises of reform, but as soon as the danger was warded off by the usual subterfuge they started upon the most fiendish plan ever conceived by any Government, a plan which called for the virtual extermination of all the subject races of Turkey.

The first conspicuous result of this plan was the massacre of 30,000 Armenians of Cilicia only nine months after the adoption of a constitutional government by the Young Turks. The climax was reached in the attempt of 1915 to exterminate the entire Armenian population of Turkey.

Once more the Turk finds his empire in danger of being disrupted and is trying to prevent it by his old methods of subterfuge. He is even making frantic calls on the United States to come in and help him to reform his empire with the hope that by this means he will be able to continue his domination over the subject races. It is hardly conceivable that the men sitting at the peace table will seriously consider his promises to behave.

There are, however, well meaning persons, both in this country and on the other side of the Atlantic, who seem to have a weakness for being impressed by Turkish flattery and to be prone unwittingly to play into the hands of the unscrupulous and shrewd Turkish politician. These men are advocating leaving the Turkish Empire intact and governing it through a commission of the League of Nations or of the United States alone for a limited length of time.

It is difficult to know what they expect to have the commission achieve during their period of administration, but it is not so difficult to tell before hand what such a commission government will not be able to accomplish, namely, the harmonisation of the aims and aspirations of the rival races of the Turkish Empire.

Turkey is anything but a melting pot. Fire has been raging there for centuries, but the result has not been the amalgamation of the conflicting elements; on the contrary, it has resulted in making the principal races inhabiting the country highly refractory and absolutely incompatible and irreconcilable. How anybody could expect good from forcing murderers and the relatives of their victims to live together is beyond comprehension. At a time when Austria-Hungary is being resolved into its component parts, to advocate the retention of the integrity of the Turkish Empire must mean one of two possible alternatives, stupidity or sheer selfish interest on the part of those advocating it.

To ask Armenians to sit in a parliament with men who have ravaged and slaughtered their wives and daughters and to hope to have good come out of their deliberations on State affairs is an unpardonable sin against common sense and common decency. A basis for understanding and co-operation among the principal races of the Ottoman Empire is possible only after they have been separated into independent and self-governing States.

No, the Turkish Empire cannot be transformed into a homogeneous and peaceful land by a commission government, however wise and good that government may be. Nor can the stipulations of the Anglo-French secret treaty of 1916 and the Anglo-Franco-Russian secret treaty of 1917 form the basis for a real solution of the Turkish problem. According to these secret treaties the lands composing the former Ottoman Empire were to be divided among the signatory powers.

This imperialistic scheme of expansion and exploitation is not only incompatible with the principle of self-determination but it has within it the seeds of political and economic conflict which would surely develop into future wars.

To be fair to the two great democracies of Western Europe it should be stated that they entered into these secret treaties in order to safeguard their interests against future encroachments from the then imperialistic Russia and grasping Prussia. Fortunately imperial Prussia is no more and revolutionary Russia has disclaimed imperialistic policies and has repudiated the secret treaties negotiated by Tsarist Russia. In view of the changed conditions Great Britain has expressed her willingness to waive her claims, and it is confidently expected that France will follow her great ally.

It is unbelievable that the gallant and noble French democracy will insist on the stipulations of annexationist treaties which have been made obsolete and obnoxious by the programs and principles championed by the great leaders and adopted by the people of all the democracies of the world.

The solution of the Turkish problem is unique, that is, there is only one true solution. This is the final and complete liquidation of the Ottoman Empire. It involves not only a division of the empire into its component parts, but also a process of sifting and sorting, of transplanting and regrouping of the different races within the empire.

After Turkey has been divided into a number of distinct States, on a racial basis, there will start voluntary movements of peoples and races which will tend to make each State more and more homogeneous. These movements not only should be allowed, but should be encouraged in every possible way. Reconstruction and repatriation work should be conducted in such a manner as to segregate in each newly created State peoples and races who are politically compatible.

This does not imply that we are advocating the forcible transplanting of peoples. We simply claim that all moral and material assistance should be given to those who may choose to move into a more congenial racial environment.

The proposed segregation is absolutely necessary for the future welfare of the races of the Ottoman Empire. This fact must be faced fairly and squarely by the men now reshaping the world. They must remember that Turkey is on the peace table for a surgical operation, which cannot be postponed without serious consequences to the patient. The operation must be performed. Amputation, incisions and transfers from certain parts to certain other parts of the body must be made.

This will involve pain and suffering, to be sure, but a serious operation cannot be performed without a certain amount of suffering. Besides, the patient has suffered and is still suffering terribly. She has been in a wreck and is now lying prostrate, with broken limbs, burned skin and internal injuries.

To prevent the operation will amount to letting the patient drag on an intolerable maimed existence. This would indeed be a stupid and heartless crime against the patient.

In addition to the welfare of the races of the Ottoman Empire, the interests of the future League of Nations demand that the intricate problem under consideration should be disposed of once and for all by liquidating the Ottoman Empire in the way indicated above. It will be a gross mistake on the part of the Peace Conference to leave in the hands of the newly created League of Nations an empire of irreconcilable, incompatible and conflicting races, or to divide this empire into spheres of influence of the great Powers and thereby create a constant source of jealousy and intrigue. The interests of the young League of Nations demand that all international problems of intricate character should be solved during the Peace Conference, if such solution is at all possible.

In the Turkish Empire there are a great number of different races. It is out of the question, however, to divide the empire into as many political parts as there are races, because the majority of these races have very few members and no civilisation of their own, and are scattered throughout the empire. Besides some of these smaller races are more or less related with one or the other of the principal races, therefore, they can be amalgamated with them.

The principal races are Arabs, Armenians, Greeks, Kurds, Jews, Syrians and Turks; therefore, the country should be divided among these principal heirs of the former Ottoman Empire. This problem of dividing the property among the heirs has its complications and difficulties, but it is not as difficult as it would be if the Turkish Empire were a thickly populated land.

Observers and travelers who have been in Turkey recently have brought information that not only have the Armenians been diminished in number, but all the other races have suffered great losses as a direct or indirect result of the war. It is estimated that the Turks have lost over 1,500,000. Before the war Turkey was a sparsely populated country, therefore, at present the Ottoman Empire is large enough not only to satisfy the immediate needs of the states to be formed, but also provides ample room for their future development.

According to the proposed solution the Turkish Empire is to be divided in the way indicated by the map. Constantiople and the Straits are to be internationalised and administered by an international commission. The western portion of Asia Minor and the islands of the Aegean Sea are to be ceded to Greece.

The central section of Asia Minor between the Black Sea and the Mediterranean is to become Turkey proper. Syria is to become an autonomous state. Palestine is to be the state for the Jews, so that the Jew will be no more a man without a country. Mesopotamia is to become a self-governing state under British protection. New independent Armenia is to comprise Cilicia and the six Armenian villayets of the former Ottoman Empire, in addition to those sections of Armenia Major which before the war formed parts of Russia and Persia.

A separate state to the southeast of Armenia may be created for the Kurds, but the Kurds are not in a position for self government. Furthermore, they have no political aspirations, culture or literature of their own; therefore, if such a state is to be created it will have to become a protectorate under some western Power but we believe that the interests of the Kurds can be reconciled with the interests of Armenians and Kurdistan may be made a part of new Armenia.

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Henry Ford Draws Striking Picture Of World's Future

HENRY FORD SAYS:

"I'll do any blooming thing in the world that gives me an opportunity to do good.

"I have never tried to save money and I do not believe in young people saving money.

"It is likely that in time stock companies will disappear and what we term employer and employe will cease to exist as such, but will continue as partners."

By Otheman Stevens

Los Angeles, January 29.—Henry Ford, one of the richest men of the nation, maker of the Ford car, was asked at his Winter home at Altadena if he desired to be President, and what he did with his constantly increasing tremendous income.

Mr. Ford in about fifteen years has changed his station from that of a good, devoted mechanic to not only an immensely wealthy man, but a profoundly ethical thinker.

"The Presidency? I give you my word, I never thought of it. This is the first time such an idea has been presented to me," Mr. Ford said.

"And it is a subject on which no man could or should express himself unless it assume some definite phase. It is not for any American to say he wants to be President; it is entirely for others.

"I'll do any blooming thing in the world that will give me an opportunity to do good. Every one should have ambition, but no man should ever seek for fame; that is ruinous. No man who fastens his eyes on fame or the dollar ever arrives anywhere. I can say truthfully that I never sought fame nor dollars.

"I have never tried to save money, and I do not believe in young people saving money. Youth should spend its resources in carrying out its ideas, in education, in character formation.

"Money? Yes, I make a good deal. I have a very large income. But I spend no more on myself than any man in my employ.

"I'm not throwing stones at those who live differently; that's their business. But my ideas are different, and I have to live them. Money with me merely means a way to do something more.

"I've just put $7,000,000 in a tractor factory. That will employ 4,000 men and turn out 210 tractors a day."

A $27,000,000 Enterprise

"But $7,000,000 isn't much for you, Mr. Ford," said the reporter. "What else have you in mind for your surplus that is growing so rapidly."

"Another tractor factory on the Hudson; another in Ontario, Canada, and we are figuring on building another plant and transporting it to Mexico and establishing a factory there. These will take, say, something like twenty-odd millions more; and then wherever I can find a suitable water power we shall put in more tractor factories.

"When that tractor idea is completely established we will have others; no matter how many millions a man has coming in, he can always find a place for them that will develop industry, create something and give employment.

"Everything of this nature, bear in mind, must not be on the old-time basis of exploitation of capital and labor and the public, but on that of joint service and mutual advantage.

Comes Fast, Goes Fast

"You may call this idea of using money my fad. Perhaps it is; but it is all vitally necessary to me to do what I am doing. My money comes in fast and it goes out fast into new forms of industries. That's my reason for establishing a paper. That will contain plans and specifications open to any one to use for sure-shot business activities.

"But my business policy may be a bit at variance with the conventional view. My belief is to decrease prices in proportion as business grows, and to increase the payroll.

"While not posing as a prophet, my belief is that the world is rapidly coming to the partnership idea. It is likely that in time stock companies will disappear and what we term employer and employe will cease to exist as such, but will continue as partners.

"Organisation on a system approaching such an idea is the principle of my companies.

"While I am, or was the head, it never has been possible for me, if I had so wished, to pull off a crooked deal in my business; my organisation, interested as it is, would never have permitted me or any one else to do any such trick. It was impossible. We are organised for each other.

"Naturally we pay executives well; we have six men who receive $75,000 a year, and several who are paid $50,000 a year, but we have 30,000 men and women who are paid $6 a day.

"And every one of them has a chance upward as they qualify. As long as you are asking, I'll tell you we make do distinction between women workers; they are paid alike.

"And let me say about the women employes, they are encouraged to dress well and make a good appearance, for if they want to marry we want them to marry.

"As to how I use my money. I did build a fine home. But I have no great collection of paintings, though I do enjoy pictures, nor any great library, simply because my tastes incline to my main object in life—creation of things.

"I do have, however, in my home, a completely equipped laboratory with skilled draughtsmen, and in there I find my entertainment, and in that things are started. That's another way in which I spend my money for my pleasure.

"This world needs everything that the mind of man can create, because everything created tends to civilisation. This is a new era. Barbarism is going swiftly.

"It is not my desire to attempt to solve the great mysteries of life—but is it not possible that the world is a great clearing house?

Ford's Labor Plan

"Labor? My solution of the labor problem is to maintain certain and constant division of profits. This implies an active degree of partnership in the business. This, I believe, as I have said, will sooner or later in business take the place of stock companies and the more selfish forms of conducting business.

"The more a business makes, the more should the prices of its products be reduced and the pay be advanced.

"You say that is a wonderfully great idea? I do not so class it, for it is a very simple and very plainly right idea.

"Selfishness in business is exemplified by the steel industries. Steel is the basis for most of the wars and troubles of the world, for the interests of steel extend, or have extended, right through from Krupps to the smallest forge. The more steel was made the more it was necessary to create a demand for it, and the cry was for tonnage; tonnage demanded guns and warships, and when nations accumulated a quantity of these the next thing that came to mind was to put them to use.

"Better steel and less of it would be better for the world and would serve humanity better.

"It seems to me that the troubles caused by steel industies would be cured and the rights of the pepole conserved if the people—or, rather, the Government, which is, or should be, the people—should acquire ownership of all ores and their treatment."

NEW YORK IS 44TH STATE TO VOTE DRY

'Wets' Defeated By 27 To 24 In Bitter Attempt To Stave Off Final Ballot

Albany, January 29.—New York State, by action of its Senate tonight, ratified the Federal prohibition amendment by a 27 to 24 vote and became the forty-fourth State to put the national ban on alcohol. The Assembly adopted the ratification resolution last week by a vote of 81 to 66.

Prohibition Proclamation

Washington, January 29.—Following is the text of the proclamation issued today by Acting Secretary concerning the adoption of the prohibition amendment:

To All to Whom These Presents Shall Come, Greeting:

Know ye that the Congress of the United States, at the second session, Sixty-fifth Congress, begun at Washington on the third day of December in the year one thousand nine hundred and seventeen, passed a resolution in the words and figures following, to wit:

Joint Resolution

Proposing an amendment to the Constitution of the United States.

Resolved by the Senate and House of Representatives of the United States of America, in Congress assembled, two-thirds of each house concurring therein. That the following amendment to the Constitution be, and hereby is, proposed to the States, to become valid as a part of the Constitution when ratified by the Legislatures of the several States as provided by the Constitution:

Section 1. After one year from the ratification of this article the manufacture, sale, or transportation of intoxicating liquors within, the importation thereof into, or the exportation thereof from the United States and all territory subject to the jurisdiction thereof for beverage purposes is hereby prohibited.

Section 2. The Congress and the several States shall have concurrent power to enforce this article by appropriate legislation.

Section 3. This article shall be inoperative unless it shall have been ratified as an amendment to the Constitution by the Legislatures of the several States, as provided in the constitution, within seven years from the date of the submission hereof to the States by the Congress.

And, further, that it appears from official documents on file in this department that the amendment to the Constitution of the United States proposed as aforesaid has been ratified by the Legislatures of the States of Alabama, Arizona, California, Colorado, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Montana, Nebraska, New Hampshire, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, South Dakota, South Carolina, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

And, further, that the States whose Legislatures have so ratified the said proposed amendment constitute three-fourths of the whole number of States in the United States.

Now, therefore, be it known that I, Frank L. Polk, Acting Secretary of State of the United States, by virtue and in pursuance of Section 205 of the Revised Statutes of the United States, do hereby certify that the amendment aforesaid has become valid to all intents and purposes as a part of the Constitution of the United States.

In testimony whereof I have hereunto set my hand and caused the seal of the Department of State to be affixed.

Done at the City of Washington, this 20th day of January, in the year of our Lord, one thousand nine hundred and nineteen.

(Signed) FRANK L. POLK,
Acting Secretary of State.

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Praise Wilson's Opponents -:- A Japanese View

The Chugwai Shogyo writes: Whereas the American Congress, in the Senate, has discussed the advisability of ratifying the League of Nations as reported by the League Committee to the Peace Conference, in an open manner, in Japan the discussion is not conducted in the Diet much as is desired, so that the Chugwai Shogyo editor feels as if he were "scratching his foot through his shoe." The League of Nations covenant is a grave issue to be studied from the point of view of its relations with the Constitution of the Empire. It will cause great changes in the military and national education in future. The special educational conference has resolved upon a recommendation to be made to the Government in regard to educational reform. That it is now discovered that the world development of ideas will cause great changes to the ideas, loyalty and patriotism of Japan is a rather belated discovery. If the League of Nations is based upon the principle of equality of mankind, if future international disputes can be adjusted truly and equitably, and the permanent peace of the world can be secured thereby, then Japan may make every sacrifice needed for its formation. Otherwise, what duty has Japan to make any sacrifice at all? From this point of view, the League of Nations covenant must be studied very carefully indeed. In the American Senate, it is reported that the League of Nations covenant of which President Wilson was the advocate is now being criticised. This should be noted.

Mr. Poindexter is reported to have said in the Senate that the covenant is to abandon the sovereignty of America and is contrary to the American Constitution. The Republicans in the Senate have supported him. Even some of the Democrats are opposed to the covenant being sanctioned. President Wilson requested postponement of the discussion of the covenant until he returns to explain it, but his request was not granted and the discussion went on. Since the Republicans are in the majority in the Senate, it is likely that the covenant will be rejected by that body. In Japan, treaties of every description with foreign countries are sanctioned by the Emperor, so that his word will decide whether or not Japan will accept the covenant. But in America, the sanction of Congress must be obtained before America finally agrees to the covenant. Under present conditions in America the future of the covenant is in doubt.

The League of Nations covenant is an alliance with foreign countries. America has never made any alliance with a foreign country before. To break the record must be a serious constitutional issue in America. But it may be accepted if the form of declaration is adopted without interfering with the Constitution. In case the contents of the covenant are amended by the American Congress, are other nations obliged to conform to the amendments? This is also a question to be studied.

The editor praises the American Senate for rejecting the request of President Wilson and going ahead with the discussion of the covenant, which he considers is a great contrast with the situation in Japan. Here the policy of secrecy is observed and the government authorities reply in an unsatisfactory and indefinite manner to questions raised in the Diet.

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21655 M. 16

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FOR SALE: "Woodford," 15A Jessfield Road, a modern first-class residence, containing seven rooms, three bathrooms, large halls, good garage with separate native quarters over, conservatory, and over 8 mow of well-laid-out garden. For further particulars, apply to R. E. Stewardson, A.R.I.B.A., 22 Yuen Ming Yuen Road.

21624 M.18.

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FOR SALE, very cheap investment property, Tls. 14,000 cash, balance can remain on mortgage, rent Tls. 8,000 per annum. Ten foreign residences, three years old, in French town. All modern improvements. Full price, Tls. 20,000 less than can be produced for now. For further particulars, address to Box 222, THE CHINA PRESS.

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21642 M. 19.

TO LET, 450-E Avenue Joffre, six-roomed residence, all modern improvements. Rent Tls. 60. Apply on premises.

21614

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21644 M. 18

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Business and Official Notices

(Continued from Page 20)

The New Amherst Rubber Estate, Ltd.

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Second Annual General Meeting of Shareholders, adjourned from Friday, 28th February, 1919, will be held at 13 Nanking Road, Shanghai, on Friday, the 28th March, 1919, at 4.00 p.m.

The Transfer Books of the Company will be closed from the 21st March to 28th March, 1919, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.,
General Managers.

Shanghai, 15th March, 1919.

21637

LOST

LOST, Bill of Lading No. 93, marked ◈ calling for 10 packages Brass Wire, Ex s.s. "Yeiko Maru," voyage No. 7 from Kobe, on the 11th January, 1919. This original Bill of Lading having been lost, the public are hereby cautioned against negotiating same, as the cargo has been duly taken delivery of on a duplicate.

TOHO-YOKO,
No. 46 Szechuen Road, Shanghai.

21633

SHANGHAI-NANKING RAILWAY

Temporary Alteration of Through Train Service Between Shanghai North and Peking

On and from the 15th March, 1919, until further notice, the Tientsin-Pukow Railway will run daily a Limited Express train each way, in addition to their Through Mail trains between Tientsin and Pukow.

Through passengers to the North will be conveyed by the Shanghai-Nanking Railway trains leaving Shanghai North at 7.55 a.m. and 11 p.m.

Through passengers from the North will travel by the trains leaving Nanking Ferry at 2.30 p.m. and Nanking (Shiakwan) at 11 p.m.

By order,
TRAFFIC MANAGER.

Shanghai, 12th March, 1919.

WANTED

For Daily Newspaper in the Federated Malay States, an experienced Printer and Publisher, unmarried, with knowledge of accounts. Preference given to a man with experience of Linotype.

Applications, with copies of recent testimonials, stating nationality, age and salary (in sterling currency) expected, to The Manager,

MALAY MAIL PRESS CO., LTD.,
Kuala Lumpur, F.M.S.

21638

SPECIALIST

(Can Speak English Well)

Surgical and Venereal Diseases
Men's and Women's Diseases.

X Ray and Diathermy are better for nervous diseases (especially rheumatism, nervous weakness, impotency) and skin diseases.

Injections of all kinds of vaccine, serums and 1914 (606). Tests of blood.

(Japanese) Dr. WATANABE, A.M., M.D.

21 Haining Road (fifth house from North Szechuen Road).

Tel. North 2279.

17846

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Soochow Road.
Telephone Central 3385.

Voelkel & Schroeder A. G.

In Liquidation

By order of the International Mixed Court dated February 25th, 1919, the undersigned has been appointed Receiver of the above named concern.

Shareholders are hereby requested to send in particulars of their shares in order to compare same with the register.

Creditors should send particulars of their claims on or before March 26th.

Persons indebted are kindly requested to make prompt payment.

G. D. MUSSO,
Receiver for
VOELKEL & SCHROEDER A. G.

Voelkel & Schroeder A. G.

In Liquidation

NOTICE TO SHAREHOLDERS

An informal meeting of shareholders will be held in the offices of the undersigned on March 28th, at 5.30 p.m., for the purpose of taking their views with reference to the final disposition of the concern.

Shareholders in outports may arrange to be represented by proxie.

G. D. MUSSO,
Receiver for
VOELKEL & SCHROEDER A. G

21640

Reward for George Sinnecker's Arrest

Reward of $50 will be paid at the Repatriation Office for Enemy Subjects, No. 121, Bubbling Well Road, to anybody who gives information as to the whereabouts and leading to the arrest of George Sinnecker, recently residing at 33, Pao-San Road, Chapei.

General LU YUNG HSIANG.

21641

JAPANESE VETERINARY HOSPITAL

DR. S. NAKANISHI
and
DR. G. KAWABE

Y-A 4 Barchet Road: Tel. N. 611
(near American Alliance Church)

20710

T. Ichiki & Co.

Phone North 2631.

Dealer in

Musical Instruments and Music.

Y. 36, North Szechuen Road.

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,

Time 9-12 : 2-6

Tel. 1916.

17387

Whangpoo Conservancy Board

Notification No. 86.

A position is vacant from April 1st, 1919, as Acting Secretary and Accountant to this Board, during the temporary detachment of the Secretary on special work.

Applications addressed to the Board, preferably from men with full knowledge of accounts, are to be handed in, if possible, personally to the Engineer-in-Chief, at the Board's Office, 6 Kiukiang Road, before noon on March 25th.

The salary will be Taels 300.00 per month, exclusive of house allowance.

The engagement is likely to be for a period of about 2 years and may be terminated at any time on 3 months' notice from either side, the general conditions of service being governed by the Board's Service Rules.

WHANGPOO CONSERVANCY BOARD.

Shanghai, 12th March, 1919.

21608

LOMBIO

CURES

PILES

Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissues and effects a permanent cure.

To be obtained from local agen

Shanghai Dispensary

24 Foochow Road, Shanghai

Sole Proprietors:

LOMBIO COMPANY,

15, New Ft. Bishopsgate, London, E.C.

ALMA ESTATES, LIMITED

At a Meeting of Directors held on the 10th March, 1919, it was decided to declare an Interim Dividend at the rate of Forty-five Tael cents per share, to be paid on 27th March, 1919, to Shareholders on record on that date.

The Transfer Books of the Company will be closed from 20th to 27th March, 1919, both days inclusive.

By Order of the
Board of Directors,
HUGO REISS & CO.,
Secretaries and General Managers.

Shanghai, 11th March, 1919.

21574

V. K. SHEN & SON

Furniture Makers & Interior Decorators

other in a fashion that meets the capacities of practically any pocket.

9 Bubbling Well Road.

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn,-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual General Meeting will be held in the offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Monday, the 28th April, 1919.

By Order of the Directors,
GEORGE McBAIN,
General Agent.

Shanghai, 22nd February, 1919.

21357.

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn,-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual Meeting of Shareholders will be held in the Meeting Room of The Yangtsze Insurance Building, No. 26 The Bund, on Thursday, the 27th March, 1919, at 4 p.m. The Transfer Books of the Company will be closed from the 20th to the 27th March, 1919, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agent.

Shanghai, 22nd February, 1919.

21358.

Yut Sae Chang & Co.

General Hardware Merchants, Wholesale and Retail. (Established 1881).

A. 1284 Broadway, Shanghai

Precision tools and equipment for every industry; vices, anvils, clippers, nippers, cutters, pliers, twist drills, rachet braces and auger bits, stocks and dies, wrenches, chisels, etc.

MASON & CO.

CONFECTIONERS

No. 90 BUBBLING WELL ROAD. OPPOSITE RACE COURSE.

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3829

Exchange and Bullion

Shanghai, March 15, 1919.

Money And Bullion

Sovereigns: buying rate
@ 4/1=Tls. 4.36
@ exch. 72.7=Mex. $6.00
Gold Dollars: Bank buying rate
@ 169=Tls. 91.74
@ 72.7=Mex. $124.19
Mex. Dollars: Market Rate: 72.4
S'hai Gold Bars: 978 touch Tls. 285
Copper Cash ..... per tael 1873
Native Interest ..... Tls. .03

Bar Silver ..... 47⅛d.
Bank Rate of Discount 5%
Ex. Paris on London ....Fr. 25.98
Ex. N. Y. on London T.T. G. $4.76⅝

Exchange Closing Quotations

London ..... T.T. 4/7
London ..... Demand 4/7⅛
India ..... T.T. 305½
Paris ..... T.T. 596
Paris ..... Demand 599
New York ..... T.T. 109
New York ..... Demand 109⅛
Hongkong ..... T.T. 67⅜
Japan ..... T.T. 46⅛
Batavia ..... T.T. 266
Singapore ..... T.T. 51½

Banks Buying Rates

London ..... Demand 4/8
London .... 4 m/s. Cdts. 4/9
London .... 4 m/s. Docy. 4/9⅛
London .... 6 m/s. Cdts. 4/9⅛
London .... 6 m/s. Docy. 4/9⅜
Paris ..... 4 m/s. 627
New York ... o/d. Docy. 110½
New York .. 4 m/s. Docy. 111½

Roubles Exchange

Today's Bank Buying Rate
For Roubles
Roubles 1.525 ..... =Tls. 100
Roubles 100 ..... =Mex. $9.00

Customs House Exchange Rates

For March

"	1 @ 609½	Francs	6.79
"	0.81 @ 111½	Gold	$1
"	1 @ 46½	Yen	2.42
"	1 @ 15	Rupees	3.92
"	1 @ 1.50	Mex.	$1.50
"	1 @ —	Roubles	—
Hk. Tls. 3.83 @ 4/8½			£1

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

The Chim Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,
Shanghai.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSITS
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,000,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.)
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART,
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bank..k	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000
Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

YOA YU,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver 19,500,000
$34,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. P. H. Holyoak Chairman.
G. T. M. Edkins Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay Esq.
Hon. Mr. D. Landale.
E. V. D. Parr Esq.
W. L. Pattenden Esq.
J. A. Plummer Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County and Westminister Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government ..	2,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

(Formerly The Chekiang Shing Nih Chartered Bank Ltd.)
Established 1907.

Paid-Up Capital $4,000,000.00
Reserve Fund 266,000.00

Head Office: Shanghai
14, Peking Road.
Managers' Office Central 2650
Tel.: General: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange Business transacted.

Modern Safe Deposit Boxes For Rent

SHU-CHIN MIH, Sub-Manager.
SHEN CHU HSU, Manager.
Q. C. YANG, Sub-Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.80
Special Reserve Fund $1,898,933.88

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Haichow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

行 業 華 中 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Offices: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000

Managing Director:
SUN TAO SAN.
Deputy Managing Director:
NIEH CHI-WEI.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changteh
Antung	Chengchow
Kiukiang	

Tsinkiangpu

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH,
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAR, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits ...U.S. $2,118,579.84

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio, de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid .....H.$2,000,000.00
Reserve Fund .....H.$ 240,000.00
Investment reserve fund H.$ 40,300.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
25 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kalyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital £1,500,000
Subscribed Capital 1,125,000
Paid-up Capital 562,500
Reserve Fund 659,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up) $600,000.00
Reserve Fund ..... $ 15,000.00
Deposits (Dec., 1918).. $3,400,000.00

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betong
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG,

ASIA BANKING CORPORATION

An American Bank

HEAD OFFICE
66 Liberty Street, New York

SHANGHAI BRANCH
15 Kiukiang Road

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents is at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Siccawei Weather Report

Saturday, March 15, 1919.

14.—Misty and rainy weather in our regions. S.E. breezes veering to S.W. at the mouth of the Yangtsze. A string of depressions cover the whole of the China coast, while the anticyclone is prevailing all over Japan.

15.—Cloudy and misty mild weather with very light N.W. breezes. Barometer rising.

Weather	4 A.M.	9 A.M.
Bar. at 23° F. inches .	30.11	30.19
Variation for 24 hrs. .	−0.03	↑0.15
Variation for 12 hrs. .	↑0.18	↑0.17
Wind—Direction	NW	NW
Wind—Miles per hour	9.9	6.2
Temperature (Fahr.) .	45°3	51°1
Humidity	95	84
Nebulosity 0-10	10	7
Rainfall inches	—	—

Stock Exchange
Transactions

Shanghai, March 15, 1919.
BUSINESS DONE

Official
Langkats Tls. 24.25 March C. N. I.
Yangtszepoo Cotton (Ord.) Tls. 9.70 June
Yangtszepoo Cotton (Ord.) Tls. 9.80 cash
Shanghai and Hongkew Wharf Tls. 87.00 March
Shanghai and Hongkew Wharf Tls. 91.00
Shanghai and Hongkew Wharf Tls. 92.00 June
Yangtszepoo Cotton (Ord.) Tls. 9.80 June
Langkats Tls. 24.50 C. N. I.
Yangtszepoo Cotton (Ord.) Tls. 9.85
Yangtszepoo Cotton (Ord.) Tls. 9.90 June
Kungyik Cotton Tls. 18.50 June

Unofficial
Sumatras Tls. 125.00 June
Kungyik Cotton Tls. 18.50 June
Shanghai Docks Tls. 134.00 June
Langkats Tls. 25.25 June

Sharebrokers' Association
Transactions

Shanghai, March 15, 1919.
BUSINESS DONE

Unofficial
Shanghai and Hongkew Wharf Tls. 87.50 cash
Ayer Tawahs Tls. 20.00 cash

Share Market

Messrs. J. P. Bisset and Co.'s report for week ending March 13 has the following:

Attention still continues to be mainly centred upon cottons, the rates of which have hardened on last week's highest rates. The following are the maximum prices recorded: Ewos Tls. 217 March, Tls. 230 June. Kungyiks Tls. 17½ March, Tls. 18¼ June. Yangtszepoos Tls. 9.40 March, Tls. 9.80 June. Shanghai Cottons Tls. 160 March. The cotton share market closed firm at slightly below the highes rates touched. Langkats remain steady with buyers at Tls. 23¾ c.n.i. Wharves changed hands at Tls. 96 June, Tls. 92½ March cum dividend and close rather easier. Rubbers continue steady at current quotations with a limited amount of business passing.

BOLSHEVIST RUSSIA LIKE A WASP'S NEST

All Would Combine In Defense If Attacked, Says Lithuanian Foreign Secretary

TROTSKY A RUTHLESS CHIEF

'Haves' Robbed By 'Have Nots,' Who Will Resist Any Return To Former Conditions

By Walter Durnnty
(*New York Times*)

Paris, Jan. 23.—Interesting details about the character of the Bolshevist rule in Russia were given to The New York Times correspondent by the Lithuanian Under Secretary for Foreign Affairs, Rosenbaum, who arrived in Paris last week. He said:

"It is a mistake to suppose that the Bolsheviki have a regular organisation covering all the Russian territory which has accepted their principles. On the contrary, it is a cardinal feature of the new regime that each locality, each community, however small, should have full independence and liberty of action. For it must be remembered that, despite statements in the Allied press to the effect that the Bolsheviki hold sway entirely by terrorism, this is only true in a limited sense. Their real force lies in the acceptance of their theories by a majority. Ignorant and misled as the latter may be, it is nevertheless a fact that they have for the most part rallied to the program of communistic socialism which forms the basis of Lenine's doctrine.

"Where terrorism comes in is in the methods used almost everywhere by these majorities to crush or convert their opponents and to dispossess them in favor of the proletariat community of what, in common with the proprietor classes in other countries, they naturally regard as their own property. What I mean is that the 'Haves' are robbed and terrorised by the 'Have Nots,' and since in Russia, as all the world over, there are more numerically of the latter class than the former, it is perfectly correct to say that once the 'Have Nots' are given a free hand, as they have been in Russia, they will resist a return to former conditions.

"Herein lies the real strength of the Bolshevist leaders, for although, as I said, there is no system of centralised authority by which they can exercise sway over all Russia, they yet are certain that any attempt to interfere with majority or mob rule in any district would immediately be resented and opposed by the local Soviet or majority representatives.

"At the same time the Bolshevist leaders have another source of strength—the Red Guard Army. Really it is less of a national army than Trotsky's personal instrument, just as the Practorian Guard used to be an instrument of the Roman Emperor.

"Trotsky is an exceptionally strong and determined man. Like Bismarck, he is a thorough realist—he knows what he wants and goes after it with utter and whole-hearted indifference to moral or any other considerations save expediency. Having once established the new communism in Russia—which only became wholly possible by the signature of peace on any terms with Germany—Trotsky set hims if to beat down the elements of opposition and possible reaction.

"Once that was done, he went further and took advantage of the weakening German military power to increase the area over which the Bolshevist theories were accepted. For this he needed a force, and he found it in the use of the Red Guard, which, as the world knows, is not only fighting the anti-Bolshevist elements in Russia, but is pressing westward toward Poland and threatening my own country, Lithuania, where owing to the German refusal to permit us to raise an armed force, we are virtually at the Bolsheviki's mercy.

"To get a clear idea of the situation in Russia at present, you might compare the country to a wasp's nest wherein the greater part of its inhabitants do pretty much what they please, provided they are left alone and do not interfere or take part in activities of the 'soldier wasps'—that is, the Red Guard—but who would all combine in common defense the moment the nest is attacked by an outside enemy."

7,000 Officers Massacred

Paris, Jan. 24.—I talked yesterday with a man who is well known to many people in Chicago and who would be identified by many others if I were permitted to give his name. He has just returned from a trip of many months covering little known parts of Europe and Asia. He traveled in a semi-official capacity and had the best facilities for observation and for collecting information.

He brought back with him sensational stories of operations of the Bolsheviki in Russia which I have never seen in print. Here is a sample describing the capture of the City of Kazan, which lies sixty miles to the east of Moscow:

"The Republicans, anti-Bolsheviki, were in control of Kazan, one of the considerable but not well-known cities of Russia. Kazan is so close to Moscow that the Bolsheviki hated to see it in the hands of their enemies. They were reinforced by a large band of mutinous sailors from the Russian fleet. These men brought with them a number of machine-guns and quantities of ammunition. Meanwhile the Moscow Bolsheviki sent emissaries into Kazan to spread their doctrine. They told the ignorant workmen of the city that once the Bolsheviki got into power no workmen would have to labor more than four or five hours a day, while wages would be at least ten times what they were then getting.

"Finally the Moscow Bolshevists organised the rabble into an army several hundred strong. This band was led out of the city in the direction of Kazan. At every village they reached all the male inhabitants were forced to join the marching columns. Immediately behind the so-called army came the sailors armed with their machine guns, and whenever the army showed weariness or signs of discontent the machine-guns were used to force them to advance.

"When word came of the Bolshevist advance the republicans in Kazan got ready to meet it. They got together a considerable force, largely made up of former officers in the Russian army, and marched out of Kazan to face the coming enemy. At the same time the Bolsheviki in Kazan redoubled their efforts. They used large bribes, promises, and threats to induce the workmen to join them in organising a detachment to attack the republicans in their rear.

"When the Bolsheviki from Moscow attacked in front, the newly gathered mob from Kazan unexpectedly closed in from the other direction and the Republicans were surrounded and forced to surrender. More than 7,000 former officers of the Russian army were captured. Of these no fewer than 3,000 were taken, at one time, into an open field and sailors turned machine-guns on them. All but two were killed. I talked at length with one of the two who escaped. Later the other 4,000 were also massacred.

"That, I think, is a fair sample of the way in which the Bolsheviki operate."

YAMADA CONDUCTS WAGNER

Japanese Composer's Interpretation Applauded—Answers Criticisms

Koscak Yamada, conductor of the Tokio Philharmonic, which has lighted for Asia a flower-strewn way to Western music, led his second program under the auspices of the Japan Society last evening in Carnegie Hall, and concluded it with his first interpretations of wagner, which aronsed sincere applause both from the distinguished audience present and from the ninety orchestra men who assisted him. To published criticisms of his choice of Wagner, the patriotic Japanese had prepared an answer from half a world away.

The Imperial Academy of Tokio in 1916, he said, gave a concert attended by the Empress and many Ambassadors of the Allied nations in the Far East, and on that occasion, owing to the state of war existing, all Teutonic works were omitted. At the close, the Empress sent for the director to say that she did not consider that the Japanese Government was waging a war against German music, and that "it was her desire to have compositions of all German composers represented on all future programs."

This was Mr. Yamada's answer as to conducting Wagner last night in New York, and he reinforced it by conducting his Wagner uncommonly well. The selections he chose were the farewell scene from "The Valkyrie," sung in English by Clarence Whitehill, and the "Mastersingers" prelude, conducted with fine appreciation and spirited tempo. A public that has high traditions of Wagner applauded Mr. Yamada's reading. Earlier he gave his own symphony "in classical form," new here; a student work, of melodious grace, with a slow movement of exotic harmony, martial as befitted its title, "Triumph and Peace," though written before the war. Mr. Whitehill repeated four of Yamada's songs in Japanese, and the composer again led his "Marie Magdalene."

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending March 14:

White Silk.—The market continues flat. Direct cable communication with America has been restored, but telegrams with Europe still suffer from abnormal delay.

Steam Filatures have been in some demand with advance paid in some instances.

Yellow Silk.—The Dilwara took some 1,700 bales chiefly for Bombay on basis of Mienchews, Tls. 280, Koopum, Tls. 280, Sy Chong, Tls. 215-20, Charpoo, Tls. 377½.

Woo Yung.—Gold Joss, 1, 2, 3, Tls. 342½, 322½, 302½. C. H. 1, 2, 3, Tls. 342½, 322½, 302½. Moon, 3, 4, 5, Tls. 342½, 322, 302½.

Motsan.—Gold Double Cock, 1, 2, 3, 4, 5, Tls. 420, 405, 390, 375, 360.

PARIS EXCHANGE
(French Wireless)

Paris, March 14.—(Via Lyons and Koukaza). Paris exchange:

Paris-London cheques	26.00
War Loans:	
3 percent	63.30
4 percent 1917	72.70
Liberty Loans:	
4 percent 1918	73.50
5 percent	89.55

Amusements

LYCEUM THEATRE

CHARLES HOWITT
and
A. PHILLIPS Co.
RETURN VISIT FOR A SHORT SEASON ONLY

Monday, March 17th
The Management have received several requests to stage, on St. Patrick's Day, the Brilliant Irish Comedy
"PEG O' MY HEART"

Tuesday, March 18th
The Screaming Farce
"THE GLAD EYE"

The Management are obliged to curtail their season owing to boat accommodation

LAST AND FAREWELL PERFORMANCE
Wednesday, March 19th
The Great Canadian Drama
"THE LAND OF PROMISE"

Prices as usual
Booking at Moutrie's
21494

VICTORIA THEATRE

TONIGHT AND TOMOROW
Dustin Farnum
in
"CAMEO KIRBY"
In Five Parts

Matinee Today at 3.15 p.m.
Showing
"CAMEO KIRBY"
And the last Two Episodes Of
"The Great Secret"

ISIS THEATRE

PROGRAMME
for
Monday, Tuesday and Wednesday, 17th, 18th and 19th March
THE SUPER-SERIAL
"THE HOUSE OF HATE"
17th, 18th and 19th Episodes
Very exciting and sensational encounters are shown in these six reels which are nearing the end of the story.

The final Episode will be shown with the 15th & 16th Episodes of
"THE MYSTERY SHIP"
On Thursday next

AMUSEMENTS

Shanghai Hebrew Relief Society
Purim Fancy Dress Ball
(In aid of Jewish Siberian Refugees and Local Charities)
ASTOR HOUSE HOTEL
Owing to the prevalence of Influenza, the Ball will be
POSTPONED
to a date to be announced later.
21594

THE PALERMO

SPECIAL ATTRACTION DURING
The Carnival Nights
Sunday 16th to Monday 17th, March
A Prize Each Night for the Best Costume

Starring Engagement of the Famous Artist
MLLE. TAMARA BARONELLI
Who will entertain you with song

Also showing to continued Success
THE LOS YERAR DUO
HARRY KERREY AT THE PIANO

OLYMPIC THEATRE

SHOWING ON
MARCH 16th and 17th
MARGUERITE CLARK
IN
"SNOW WHITE"
SEVEN PARTS
MATINEE
Today at 3.15 p.m.

OLYMPIC THEATRE

For a short season only, commencing March 18th
THE
BANVARD
AMERICAN MUSICAL COMEDY CO.
OF 17 PLAYERS
Change of programme every two days

March 18th and 19th
"THE SUFFRAGETTES"

March 20th and 21st
"HELLO, HAWAII!"

March 22nd and 23rd
"OH, PAPA!"

March 24th and 25th
"THE BELL-BOY"

Prices of Admission: $3.00, $2.00, $1.00

Booking now open at Moutrie's

APOLLO THEATRE Tomorrow

Monday, March 17th, 18th and 19th

CHAS. RAY The little Ray of Sunshine in "SUDDEN JIM"
CHAS. RAY "SUDDEN JIM"
This story is one of the most famous in the States and that is saying a lot, for America is pre-eminently a land of hustling, palpitating short stories, and Ray makes good too.

IF YOU LIKED HIM IN "THE CLODHOPPER" YOU WILL LIKE THIS BETTER STILL.

PATHE'S BRITISH GAZETTE
"HER FATHER'S STATION"
"HER FATHER'S STATION"
A Two-Part FOX Sunshine Comedy Film
One of those rattling, laughable pictures from this famous house. Plenty of good fun for all.

LAST NIGHT TONIGHT LAST NIGHT
THE DOLLY SISTERS
IN
"THE MILLION DOLLAR DOLLIES"

MATINEE Today 3 p.m.
Frank Keenan
in
"Loaded Dice"

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Hwahta,** will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kianghsin,** Captain J. R. Milligan, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Str. **Siangyang Maru,** Captain J. A. Scott, will be despatched from N.K.K. Pootung Wharf on **Monday, March 17,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung,** Captain C. C. Williams, will leave from the French Bund on **Monday, March 17,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer **Hwahlee,** tons 1,151, will leave on **Monday, March 17,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo,** tons 3,925, Capt. Findeison, will leave on **Tuesday, March 18,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Tafoo Maru,** Captain H. Yamasita, will be despatched from N.K.K. Pootung Wharf on **Tuesday, March 18,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi,** Captain Frazier, will leave from the French Bund on **Tuesday, March 18,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. **Nanyang Maru,** Captain K. Takesita, will be despatched from N.Y.K. Mail Wharf on **Wednesday, March 19,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung,** Captain Newcomb, will leave from the French Bund on **Wednesday, March 19,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho,** tons 2,868, Captain Jackson, will leave on **Thursday, March 20,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo,** tons 2,671, Captain Smith, will leave on **Friday, March 21,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang,** Captain Carnaghan, will leave from the French Bund on **Friday, March 21,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tungting,** Captain A. Torrible, will leave from the French Bund on **Saturday, March 22,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer **Yingchow,** Capt. E. B. Simons, will leave from the French Bund on **Sunday, March 16,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The Str. **Kwangtah,** Captain C. Stewart, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

AMOY & SWATOW.—The Str. **Feiching,** Captain J. Smith, will leave on **Monday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking,** Captain A. Stott R. N. R. will leave from the French Bund on **Monday, March 17,** at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sinkiang,** Captain G. W. Eedy, will leave from the French Bund direct for the above ports on **Tuesday, March 18,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. **Hsinchi,** Captain E. H. Hansen, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang,** Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Thursday, March 20,** at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Kohoku Maru,** Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **Monday, March 24,** at ———— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ———— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4. The Bund. Tel. Central No. 3234 & 4235.

For Northern Ports

TSINGTAO.—The China Navigation Co.'s Steamer **Kwangse,** Captain J. D. Milne, will leave on **Sunday, March 16,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien,** Captain Northcombe, will leave from the French Bund on **Sunday, March 16,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN Direct.—The Str. **Hsinkong,** Captain A. B. Baines, will leave on **Tuesday,** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shengking,** Captain K. E. Tuebben, will leave from the French Bund on **Tuesday, March 18,** at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHINWANGTAO DIRECT.—The Kailan Mining Administration Str. **Fukusei Maru,** will despatched on **Tuesday, March 18,** at daylight. For Freight apply to Agent, 1 Jinkee Road., Tel. Central 1115.

DAIREN.—The Steamer **Sumi Maru,** Captain N. Iwamatsu, will be despatched from the M.B.K.'s Wharf on **Tuesday, March 18,** at ———— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ———— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA** No. 4, The Bund. Central Tel. No. 4234 & 4235.

TIENTSIN & DAIREN via TSINGTAO.—The Steamer **Keelung Maru,** Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **Tuesday, March 25,** at ———— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ———— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA, No. 4,** The Bund. Central Tel. No. 4234 & 4235.

For Foreign Ports

MARSEILLES.—The Str. **Luzon Maru,** Captain D. Iamigumi, will be despatched from the Co.'s No. 1 Buoy Wharf on end of Mar. at ———— For Freight, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4 The Bund. Tel. No. 4234 & 4235.

LONDON & MARSEILLES.—The Steamer **Alps Maru,** Captain T. Yamaguchi, will be despatched from the No. 9 Buoy on **Tuesday March 25.** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Nos. Central 4234 & 4235.

LONDON.—The Str. **Andes Maru,** Captain S. Saito, will be despatched from the Co.'s No. 9 Buoy Wharf on **April.** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund Tel. No. Central 4234 and 4225.

TAKOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru,** Captain I. Hamada, will be despatched on **Tuesday, April 8.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices m st accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at ———— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4. The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru,** Captain N. Kobayashi, will be despatched on **Thursday, April 17.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment at ———— on the same day. The steam-launch conveying passengers on board will leave the Custom's Jetty at ———— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 and 4235.

Sailed from Shanghai

For San Francisco

Tenyo Maru	Feb. 19
Colombia	Mar. 1
Stanley Dollar	Mar. 7
Shinyo Maru	Mar. 8

For Tacoma

Grayson	Feb 15
Africa Maru	Mar. 6

For Vancouver

Harold Dollar	Feb. 26
Empress of Russia	Mar. 15

For New York Via Panama

Bloemfontein	Mar. 9

For London, etc.

Glenavy	Feb. 17
Mishima Maru	Feb. 17
Teiresias	Feb. 18
Kitano Maru	Mar. 3
Celebes Maru	Mar. 8
Hyson	Mar. 7
Glenlffer	Mar. 8
Hector	Mar. 12
Atreus	Mar. 13
Novara	Mar. 13
Nore	Mar. 13

For Liverpool

Sado Maru	Feb. 19
Agamemnon	Feb. 19
Hector	Mar. 12

For Bombay

Dilwara	Mar. 11

For Saigon

City of St. Helens	Mar. 8

Launch Services

TODAY

The tender Alexandra conveying passengers and mails on board the C. P.O.S. s.s. Empress of Asia will leave the Customs Jetty at 7 a.m.

Tuesday, March 18, 1919.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 11 a.m.

Friday, March 21, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at noon.

Sunday, April 6, 1919.

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Andre Lebon will leave the M.M. Jetty (French Bund) at 9 a.m.

Shipping Items

The C.N. s.s. Suiyang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The Blue Funnel s.s. Eurylochus left Hongkong for Shanghai on Thursday morning at seven o'clock.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The N.K.K. s.s. Talee Maru will leave Hankow for Shanghai today.

The C.N. s.s. Chenan will leave Hongkong for Shanghai today.

The N.Y.K. s.s. Omi Maru left Moji for Shanghai on Friday and may be expected to arrive at N.Y.K. Wharf about two o'clock this afternoon.

The Blue Funnel s.s. Tyndareus left Hongkong for Shanghai on Thursday afternoon at three o'clock.

The P. and O. s.s. Nellore, from London, left Hongkong for Shanghai on Thursday afternoon and will dock at the Shanghai and Hongkew Wharf either to night or tomorrow morning.

The P. and O. s.s. Dunera was due to leave Bombay for Shanghai via ports on Thursday and is due here on April 4.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N s.s. Poyang will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Suiyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Tungting will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai on Tuesday.

The K.M.A. s.s. Fukusei Maru will leave Shanghai for Chinwangtao direct on Tuesday at daylight.

The C.N. s.s. Shuntien, with lighter A1 for Chefoo, will leave Shanghai for Weihaiwei, Chefoo and Tientsin this morning at ten o'clock.

The P. and O. s.s. Dilwara was due to leave Hongkong yesterday and may be expected to arrive at Singapore on Thursday, March 20.

The P.M. s.s. Venezuela left Shanghai for Hongkong and Manila yesterday afternoon.

The C.P.O.S. s.s. Empress of Russia arrived from Hongkong yesterday afternoon and left for Vancouver via ports the same evening.

The C.P.O.S. s.s. Empress of Asia left Nagasaki for Shanghai on Friday and was due at Woosung last night. The tender Victoria with inward passengers and mails may be expected to reach the Customs Jetty at 9.30 this morning. The Asia sails for Manila and Hongkong the same morning and the tender Alexandra with passengers and mails will leave the Customs Jetty at seven o'clock.

The M.M. s.s. Andre Lebon will leave for Marseilles via Hongkong and ports on Sunday, April 6. The tender Whangpoo with passengers and mails will leave the French Mail Jetty at nine o'clock the same morning.

The U.S. gun-boat arrived in Shanghai from the Yangtsze yesterday.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing rrom the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77.
Passage: Telephone Central 401.

Agents, 21-23 French Bund.

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Venezuela	April 1	S.S. Ecuador	April 5
S.S. Ecuador	April 26	S.S. Colombia	May 3
S.S. Colombia	May 24		

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE
"COLUSA" "SANTA CRUZ"
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Santa Cruz	April —	S.S. Colusa	May 1

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Addres "Solano"

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON AND MARSEILLES (Via Hongkong and Singapore).

		arr.	leave
*ALPS MARU	(15,000 tons) Capt. T. Yamaguchi,	Mar. 23	M. 25
*ANDES MARU	(15,000 tons) Capt. K. Saito,	April	

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

		arr.	leave
ARABIA MARU	(18,000 tons) Capt. I. Hamada,	Apr. 7	Apr. 8
MANILA MARU.	(20,000 tons) Capt. N. Kobayashi,	Apr. 16	Apr. 17

FOR HONGKONG

CHICAGO MARU	(12,000 tons) Capt. S. Jamane,	Apl. 1	Apl. 2

FOR NORTH CHINA PORTS (Tsingtao and Dairen).

SUMA MARU	(3,000 tons) Capt. U. Iwamatsu,	Mar. 16	Mar. 18
KEELUNG MARU	(3,000 tons) Capt. Y. Fukami,	Mar. 23	Mar. 25

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

SUMA MARU	(3,000 tons) Capt. N. Iwamatsu,	Mar. 23	Mar. 24

*Fully booked for passage.

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

H. SHIMAMURA, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
O.S.K. Yangtszepoo Wharf, Wayside. Tel. Nos. Central 4234 and 4235.
Tel. Nos. East 208 and 209. Tel. Address: SHOSEN, SHANGHAI

CANADIAN PACIFIC OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

EMPRESS OF RUSSIA
Shanghai to Vancouver--MARCH 15th
Subsequent Sailings from Shanghai

For Vancouver via Nagasaki, Kobe and Yokohama		For Hongkong via Manila	
Empress of Japan	Mar. 22	Empress of Asia	Mar. 15
Empress of Asia	Mar. 29	Empress of Russia	Apr. 12
Monteagle †	Apr. 8	Empress of Japan*	May 6
Empress of Russia	Apr. 26	Empress of Asia	May 10
Empress of Japan	May 17	Monteagle*	May 31
Empress of Asia	May 24	Empress of Russia	June 6

†Monteagle calls at Moji

*Monteagle and Empress of Japan proceed direct to Hongkong.

DOMINION EXPRESS TRAVELLERS' CHEQUES SOLD
At daily rates of exchange. Can be cashed in any city in America.

For further information regarding passenger fares, sailings, etc., apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading quotation of freight rates, etc., apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads. Tel. Central 181.

T. K. K.

SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

TENYO MARU	For San Francisco	May 6
SHINYO MARU	For San Francisco	May 24

FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the Purser.

T. N. ALEXANDER, *Manager.*
North China Insurance Co.'s Buildings
'Phone, Central 3229 (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "NANKING"	APRIL	6th
S.S. "CHINA"	APRIL	27th

*S.S. "Nanking" does not call at Nagasaki.

FOR MANILA VIA HONGKONG

S.S. "NANKING"	MARCH	18th
*S.S. "CHINA"	APRIL	9th

*S.S. "CHINA" does not call at MANILA.

For further information regarding passenger fares, sailings, freight rates, etc., apply to
F. C. CHARMAN.
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
INABA MARU	12,500	Capt. U. Tanaka,	March 17
KITANO MARU	16,000	Capt. M. Makamura,	March 31

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	April 1
SUWA MARU	21,000	Capt. R. Shimidau,	May 9

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YOMASHIRO MARU	7,000	Capt. Y. Nakajima,	March 21
CHIKUGO MARU	5,000	Capt. M. Taniguchi,	March 25
KASUGA MARU	7,000	Capt. K. Itsuno,	April 1

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. R. Ozaki,	March 19
KUMANO MARU	9,500	Capt. S. Saito,	March 22
KOKURA MARU	4,500	Capt. S. Ito,	March 26
TAKESHIMA MARU	4,500	Capt. R. Arakida,	March 29

KOBE TO SEATTLE

KASHIMA MARU	19,000	Capt. M. Machida,	March 15

FOR JAPAN

SHIDZUOKA MARU	12,500	Capt. M. Nishimura,	Mar. 26

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidau,	April 19

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. S. Nishimura,	Mar. 26
NIKKO MARU	10,000	Capt. M. Yamazaki,	April 23
AKI MARU	12,500	Capt. F. E. Cope,	May 21

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.
20.35	8.35		0	dep.	Peking	arr.	19 50
23.45	11.12			arr.	Tientsin-Central	dep.	17.00
23.50	11.17		84	dep.	Tientsin-Central	arr.	16.53
24.00	11.23			arr.	Tientsin-East	dep.	16.48
19.35			524	arr.	Mukden	dep.	

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	21.15
6.55	9.55	11.40		arr.	Tientsin-Central	dep.	16 55	15.35	20.05
7.25	10.15	11.55	2.71	dep.	Tientsin-Central	arr.	16.31	15.20	19.45
13.02	16.00	15.30	78	dep.	Tsangchow	dep.	13.06	11.28	15.28
16.40	19.20	18.08	148	dep.	Teehows	dep.	10.33	8.47	11.56
19.57	22.12	20.21	—	arr.	Taianfu	dep.	8.06	6.00	8.30
7.	‡		220		‡				8.
6.00	22.23	20.31	—	dep.	Taianfu	arr.			
9.27	1.00	22.31	266	dep.	Taianfu	dep.	7.56	5.40	10.02
12.27	3.47	0 38		arr.	Yenchowfu	dep.	6.01	3.25	16.24
12.47	4.02	0.48	318	dep.	Yenchowfu	arr.	3.49	0.40	13.00
16.30	6.35	3.16	377	dep.	Liuchang	dep.	3.39	0.02	12 88
19.02	8.45	4.50	—	arr.	Hsuchowfu	dep.	1.20	21.24	9.28
9.	‡		420		‡		23.36	19.20	6.30
5.40	9.00	4 57	—	dep.	Hsuchowfu	arr.			10.
11.26	13.02	8.38		arr.	Pengpu	dep.	23.29	19.00	20.50
11.51	13.20	8.40	523	dep.	Pengpu	arr.	19.53	14.55	15.20
18.27	17.34	11.52	600	dep.	Chuchow	dep.	19.46	14.35	14.09
20.08	18.55	13.08	631	arr.	Pukow	dep.	16.48	10.50	8.37
							15.30	9 20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line			Exp.	N. Exp.
23.00	14.20	0		dep.	Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193		arr.	Shanghai-North	dep.	7.55	23.00

Yenchowfu-Tsiningchow Branch Line					Linchang-Tsochuang Branch Line				
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	18.00 d. Linchang a.	0 28	15.50	21.00
14.03	5.05	a. Tsiningchow d.	11. 15	23.00	22.40	17.50	10.40	19.08 a. Tsochuang d.	5.15	14.40	19.57

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements

intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Singapore Rubber Auction

February 19, and 20, 1919

Following were the prices realised at the Auction this week:

	Singapore per lb. Cents.
Sheet:	
Smoked Fine Ribbed ... @	76/73
Smoked Good Ribbed ... „	73/64
Smoked Fine Plain ..... „	63/62
Smoked Good Plain ..... „	Nil
Unsmoked Fine Ribbed... „	Nil
Unsmoked Good Ribbed. „	Nil
Unsmoked Fine Plain... „	Nil
Unsmoked Good Plain... „	Nil
Cupwashing ..... „	50½/33½
Crepe:	
Fine Pale Thin ..... „	77/74
Good Pale Thin ..... „	74/66
Good Pale Blanket ..... „	Nil
Good Brown Blanket ... „	Nil
Fine Brown ..... „	65½/60½
Good Brown ..... „	60/49
Good Dark ..... „	50/40½
Barky ..... „	42/25½
Scrap:	
Virgin and Pressed ..... „	36/30½
Loose ..... „	Nil

Catalogued for sale 3,303,705 lbs. (about 1,475 tons).

Sold 1,847,969 lbs. (about 825 tons).

Since our last report the market has been slightly easier, Standard Sheet having been done in small quantities only at 74½ cents. To a poor attendance our auction was started yesterday morning with bidding very erratic, only very little interest being shown at the start. As the sale progressed, however, bidding became more brisk, and Fine Pale Crepe and Fine Ribbed Smoked Sheet realised 77½ and 76½ cents respectively, which prices were, however, only paid for a few lots of each grade.

Fine and Good Brown Crepes were well competed for, whereas the lower grades of Crepe, as well as Unsmoked Sheet, did not attract much attention.

The top prices paid in the morning could, however, not be maintained during the afternoon, when a slight set-back in the prices for both the Standard grades was experienced.

On the resumption of the sale this morning, the position was much the same as yesterday afternoon, 76½ cents being paid for Standard Crepe and 75 cents for Standard Sheet, which are the closing prices of the sale for these two grades.

Fine and Good Brown Crepes, which moved off freely yesterday, were difficult of sale this morning, and all lower grades were on an average 2 cents below the prices paid yesterday.

The tendency at the close of the sale is easier.

Meyer and Measor.

BENJAMIN AND POTT SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$700 B.
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$410 B.
North China	Tls. 130 B.
Union of Canton ...	$800 B.
Yangtsze	$240 B.
Far Eastern Ins. Co., Ltd.	Tls. 26½ S.
Fire Insurances	
China Fire	$175 B.
Hongkong Fire	$355
Shipping	
Indo-China Def .... (	$160
Indo-China Pref... (	
"Shell"	180/- B.
Shanghai Tug (o) ..	Tls. 35
Shanghai Tug (f) ...	Tls. 35½ B.
Mining	
Kaiping	Tls. 11 B.
Oriental Cons	21/-
Raub	$2 B.
Docks	
Hongkong Dock	$159 Sa.
Shanghai Dock	Tls. 128 S.
New Eng. Works ...	Tls. 23½ B.
Wharves	
Shanghai Wharf ...	Tls. 87 B.
Hongkong Wharf ...	$117 S.
Lands and Hotels	
Anglo-French Land ..	Tls. 79
China Land	Tls. 8[illegible]
Shanghai Land	Tls. 70 B.
Weihaiwei Land	Tls. 2
Shanghai Hotels Ltd.	$15 B.
China Realty (ord.).	Tls. 68
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 215 B.
E-wo Pref	Tls. 97½
Laou-kung-mow	Tls. 147½ B.
Oriental	Tls. 88½ S.
Shanghai Cotton	Tls. 168 B.
Kungyik	Tls. 17½ B.
Yangtszepoo	Tls. 9.30 B.
Yangtszepoo Pref. ...	Tls. 90
Industrials	
Butler Tilles	Tls. 25
China Sugar	$117 B.
Green Island	$8.90 Sa.
Langkats	Tls. 24½ CNI
Major Bros	Tls. 5 [B.
Shanghai Sumatra ...	Tls. 115
Stores	
Hall and Holtz	$13½
Llewellyn	$30
Lane, Crawford	$95 B.
Moutrie	$82
Watson	$6.10 B.
Weeks	$12½
Rubbers (Local)	
Aima	Tls. 8½ B.
Amherst	Tls. 0.50 B.
Anglo-Java	Tls. 84 B.
Anglo-Dutch	Tls. 2½ B.
Ayer Tawah	Tls. 20½
Batu Anam 1918 ..	Tls. 6.75
Bukit Toh Alang	Tls. 2½
Bute	Tls. 0.85 B.
Chamor United	Tls. 1 B.
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls. 2½ B.
Dominion	Tls. 62
Gula Kalumpong ...	Tls. 6½
Java Consolidated ..	Tls. 14½
Kamunting	Tls. 51
Kapala	Tls. 0.50
Kapayang	Tls. 16
Karan	Tls. 8½
Kota Bahroe	Tls. 5½ B.
Kroewoek Java	Tls. 12 B.
Padang	Tls. 10
Pengkalan Durian ..	Tls. 4½ B.
Permata	Tls. 2½
Repah	Tls. 0.82½
Samagaga	Tls. 0.77½
Seekee	Tls. 1 B.
Semambu	Tls. 0.90 B.
Senawang	Tls. 8 B.
Shanghai Klebang ..	Tls. 0.60
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8 B.
Shanghai Pahang ...	Tls. 1 B
Sungala	Tls. 1
Sungei Durl	Tls. 8½ B.
Sua Manggis	Tls. 4 B.
S'hai Kalantan	Tls. 0.50
Shanghai Seremban ..	Tls. 0.50 B.
Taiping	Tls. 1½
Tanah Merah	Tls. 0.90 B.
Tebong	Tls. 15½ B.
Ulobri	Tls. 2½
Zlangbe	Tls. 4½ B.
Miscellaneous	
C. I and E. Lumber..	Tls. 250 S.
Culty Dairy	Tls. 12
S'hai Elec. and Asb...	$5
Shanghai Trams	Tls. 75 B.
Shanghai Gas	Tls. 24
Horse Bazaar	Tls. 25
Shanghai Mercury ...	Tls. 25
Shanghai Telephone.	Tls. 77
S'hai Waterworks ...	Tls. 170

S. Sellers. Sa. Sales. B. Buyers.

Telephone No. Central 398

Benjamin & Potts, 8 Jinkee Road

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MARCH 16, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
Weihaiwei and Chefoo.....	Shuntien	9.00	..	..	..	..	8.30
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Inaba Maru	17.00	..	..	..	..	16.30
Europe, via Hongkong	Inaba Maru	..	..	..	..	17.30	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Swatow and Hongkong.....	Yingchow	9.00	..	..	..	..	8.30
Vladivostock and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
Australia, via Hongkong	Yingchow	9.00	..	..	..	..	8.30
Amoy and Swatow	Feiching	21.00	..	..	..	..	21.00
Tomorrow.							
Hongkong	Sinkiang	..	17.00	..	..	..	..
Swatow, Hongkong & Canton.	Taisang	10.00	..	..	..	..	..
Swatow and Hongkong	Taisang	..	10.00	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	..
Weihaiwei and Chefoo.....	Kingsing	10.00	..	..	..	..	21.00
Weihaiwei, Chefoo & Tientsin	Kingsing	..	10.00	..	..	..	9.30
United Kingdom, via Suez	†Pyrrhus	..	17.00	..	..	..	..
Vladivostock and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
Foochow	Hsinchi	21.00	..	..	..	..	17.00
Swatow	Tamsui	21.00	17.00	..	..	..	21.00
Tientsin	Train	..	17.00	..	..	..	21.00
Hankow	do	..	17.00	..	..	..	..
V'stock and Siberia via Pukow and Harbin (Daily except Sunday)	Train	..	..	..	..	..	..
Ningpo	Hsin Peking	..	15.00	..	..	..	17.00
Tuesday, March 18.							
Weihaiwei and Chefoo.....	Shengking	14.00	..	..	..	..	13.30
Dalny	Sakaki Maru	10.00	..	..	..	..	9.30
Weihaiwei, Chefoo & Tientsin	Shengking	..	14.00	..	..	..	..
Hongkong and Canton	Sinkiang	10.00	..	..	..	..	..
Manila and Hongkong	Nanking	15.00	..	..	..	..	9.30
River Ports	Train & Str.	21.00	..	..	..	..	14.30
Wednesday, March 19.							
Amoy and Hongkong	Suiyang	..	17.00	..	..	..	21.00
Weihaiwei, Chefoo & Tientsin	Koonshing	..	11.00	..	..	..	..
Japan Ports	Omi Maru	..	10.30	..	..	..	..
Swatow	Yusang	..	11.00	..	..	..	..
Thursday, March 20.							
Hongkong	Fengtien	..	17.00	..	..	..	..
Japan Ports	Yamashiro M.	..	17.00	..	..	..	..
Saturday, March 22.							
Swatow and Hongkong	Chenan	..	17.00	..	..	..	..
N'saki, Kobe, Y'hama, Canada, USA & Europe, via Canada	E. of Japan	..	17.00	..	..	..	..

† Parcels only.

A Money orders until 3 p.m. and parcel post 2 p.m.

B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsinan, Tientsin, Petking, etc.

a.—at 21 for S.N.R. 23 o'clock train

b.—at 7 for S.N.R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

VESSELS IN HARBOR AND AT WOOSUNG.

Date	From	Ship's Name	Flag	Agents
Sept. 16 —	Japan	Matsu Maru	Jap.	M.B.K.
Oct. 1 —	Japan	Meiho Maru	Jap.	
Oct. 22 —		Stasia	Am.	
Oct. 26 —		Shanghai	Chi.	M. & Co.
Nov. 2 —	Singapore	Tosan Maru	Jap.	
Nov. 26 —		Meichuen	Am.	Socony.
Dec. 7 —		Kanju Maru	Jap.	M.B. Co.
Dec. 17 —		Shibechi Maru	Jap.	
Jan. 14 —		Elpeyanca	Am.	
Jan. 16 —		Tanho Maru	Jap.	S. Shokai
Jan. 16 —		Meihu	Am.	S. Oil Co.
Jan. 22 —	Dalny	Toyo Maru	Jap.	M.B.K.
Jan. 26 —		Belestrand	Am.	
Jan. 28 —	Japan	Santo Maru	Jap.	N.Y.K.
Jan. 30 —		Taitsu Maru	Jap.	M.B.K.
Jan. 31 —	Cruise	Pacific	Dan.	G.N.T. Co.
Jan. 31 —	Hongkong	Kwantah	Chi.	C.M.S.N. Co.
Feb. 5 —	Cruise	Chuentino	Chi.	Customs
Feb. 12 —	Japan	Yeiko Maru	Jap.	N.Y.K.
Feb. 14 —		Taisho Maru	Jap.	M.B.K.
Feb. 15 —	Bellingham, Wash.	J. Steedman	Br.	M.B.K.
Feb. 16 —		Anlan	Br.	A. P. Co.
Feb. 17 —		Weishun	Chi.	S.P.S.N. Co.
Feb. 19 —	Wuhu	Chinkiang	Br.	B. & S.
Feb. 20 —		Mingshun	Chi.	S.P.S.N. Co.
Mar. 1 —	River ports	Kuling	Chi.	
Mar. 2 —	Cruise	Likin	Chi.	Customs
Mar. 4 —	Japan	Unkai Maru	Jap.	M.B.K.
Mar. 9 —	Japan	Yenours Maru	Jap.	M.S.K.
Mar. 10 —	Cruise	Store Nordiske	Dan.	G. N. T. Co.
Mar. 11 —	Vladivostock	Tver	Rus.	
Mar. 11 —	Hongkong	Choysang	Br.	J.M. & Co.
Mar. 11 —	River Ports	Tachi Maru	Jap.	N.K.K.
Mar. 12 —	Hongkong	Yingchow	Br.	B. & S.
Mar. 12 —		Shingping	Chi.	S.P.S.N. Co.
Mar. 12 —	Hongkong	Bendoran	Br.	G. L. & Co.
Mar. 13 —		Misaki Maru	Jap.	M.B. Co.
Mar. 13 —	Cruise	Liuhsing	Chi.	Customs
Mar. 13 —	River Ports	Changon	Br.	G. & Co.
Mar. 13 —	Hongkong	Cardiganshire	Br.	G. L. E. A.
Mar. 14 —	Japan	Wakanoura Maru	Jap.	N. Y. K.
Mar. 14 —	Chefoo	Shuntien	Br.	B. & S.
Mar. 14 —	Dalny	Tamagawa Maru	Jap.	M.B.K.
Mar. 14 —	Wenchow	Meinan	Am.	Socony.
Mar. 14 —		Royal Arrow	Am.	Socony.
Mar. 14 —	Hongkong	Taisang	Br.	J. M. & Co.
Mar. 14 —	Wenchow	Haean	Chi.	C.M.S.N. Co.
Mar. 14 —	Japan	Taho Maru	Jap.	
Mar. 14 —	River Ports	Ningshao	Chi.	N.S.S. Co.
Mar. 14 —	River Ports	Wuchang	Br.	B. & S.
Mar. 14 —	River Ports	Tachang Maru	Jap.	N. K. K.
Mar. 15 —	Hongkong	Sinkiang	Br.	B. & S.
Mar. 15 —	Chefoo	Kingsing	Am.	J. M. & Co.
Mar. 15 —	Japan	Hirano Maru	Jap.	M.B.K.
Mar. 15 —	Swatow	Shengking	Br.	B. & S.
Mar. 15 —	Japan	Pyrrhus	Br.	B. & S.
Mar. 15 —	Chefoo	Hsinkong	Chi.	C.M.S.N. Co.
Mar. 15 —	Chefoo	Feiching	Chi.	C.M.S.N. Co.
Mar. 15 —	River ports	Tatung	Br.	B. & S.
Mar. 15 —	River ports	Tafoo Maru	Jap.	N.K.K.
Mar. 15 —	Japan	Inaba Maru	Jap.	N. Y. K.
Mar. 15 —		Sanse Maru	Jap.	Suzuki & Co
Mar. 15 —	Tsingtao	Nagaragawa M.	Jap.	M. T. Co.
Mar. 15 —	River ports	Chinchong	Jap.	
Mar. 15 —	Hongkong	Hwahlee	Chi.	J.M. & Co.
		Nagasa Maru	Jap.	T. W. C.
		E. of Russia	Br.	C.P.O.S.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag Agents
Mar. 18	—	New York via Panama	Bolton Castle	Br. D. & Co. Ltd.
Mar. 20	—	San Francisco	Kina	Am. R.D. Co.
Mar. 22	—	Vancouver	E. of Japan	Br. C.P.O.S.
Mar. 29	—	Vancouver	E. of Asia	Br. C.P.O.S.
Apr. 1	—	San Francisco	Venezuela	Am. P.M.S.S. Co.
Apr. 1	—	Seattle, etc.	Fushimi Maru	Jap. N. Y. K.
Apr. 2	—	San Francisco	Tancred	Am. R.D. Co.
Apr. 4	—	Tacoma	Justin	Am. B.A.T. Co.
Apr. 6	—	San Francisco	Nanking	Am. C.M.S.S. Co.
Apr. 8	—	Tacoma, etc.	Arabia Maru	Jap. O. S. K.
Apr. 8	—	Vancouver	Monteagle	Br. C.P.O.S.
Apr. 15	—	Vancouver	Bessie Dollar	Br. R. D. & Co.
Apr. 17	—	Tacoma, etc.	Manila Maru	Jap. O. S. K.
Apr. 26	—	Vancouver	Empress of Russia	Br. C.P.O.S.
Apr. 27	—	San Francisco	China	Am. C.M.S.S. Co.
Apr. 28	—	Vancouver	Melville Dollar	Br. R. D. & Co.
May 9	—	Seattle, etc.	Suwa Maru	Jap. N. Y. K.
May 6	—	San Francisco	Tenyo Maru	Jap. T. K. K.
May 24	—	San Francisco	Shinyo Maru	Jap. T. K. K.

FOR JAPAN PORTS

Mar. 19	—	Moji, Kobe & Osaka	Omi Maru	Jap. N. Y. K.
Mar. 21	—	N'saki, Kobe & Y'hama	Yamashiro Maru	Jap. N. Y. K.
Mar. 22	—	Moji, Kobe & Osaka	Kumano Maru	Jap. N. Y. K.
Mar. 25	—	N'saki, Kobe & Y'hama	Chikugo Maru	Jap. N. Y. K.
Mar. —	—	Kobe	Shidzuoka Maru	Jap. N. Y. K.
Mar. 26	—	Moji, Kobe & Osaka	Kokura Maru	Jap. N. Y. K.
Apr. 1	—	N'saki, Kobe & Y'hama	Kasuga Maru	Jap. N. Y. K.
Mar. 29	—	Moji, Kobe & Osaka	Takesnima Maru	Jap. N. Y. K.
Apr. —	—	Kobe & Yokohama	Paul Lecat	Jap. N. Y. K.
May —	—	Kobe & Yokohama	Nera	Fr. M.M. Cie
June —	—	Kobe & Yokohama	Sphinx	Fr. M.M. Cie
				Fr. M.M. Cie

FOR EUROPE IND IA, STRAITS, ETC.

—	—	Marseilles	Luzon Maru	Jap. O. S. K.
Mar. 17	—	Antwerp	Tsuruga Maru	Jap. N.Y.K.
Mar. 17	—	Liverpool, etc.	Inaba Maru	Jap. N. Y. K.
Mar. 18	—	London	Pyrrhus	Br. B. & S.
Mar. 20	—	Liverpool, etc.	Antilochus	Br. B. & S.
Mar. 22	—	London, etc.	Alps Maru	Jap. O. S. K.
Mar. 31	—	London, etc.	Kamo Maru	Jap. N. Y. K.
Apr. 3	—	London	Elpenor	Br. B. & S.
Apr. 5	—	Liverpool	Agapenor	Br. B. & S.
Apr. 6	—	Marseilles	Andre Lebon	Fr. M.M.
Apr. 8	—	London	Cardiganshire	Br. Glen Line
Apr. 9	—	Bombay	Dunera	Br. P.&O.S.N. Co.
Apr. 14	—	London, etc.	Nellore	Br. P.&O.S.N. Co.
Apr. 17	—	London	Laomedon	Br. B. & S.
Apr. 22	—	London	Carnarvonshire	Br. Glen Line
Apr. 22	—	London	Carmarthenshire	Br. Glen Line.
Apr. —	—	London	C. of Bristol	Br. J.M. & Co.
Apr. —	—	London, etc.	Andes Maru	Jap. O. S. K.
Apr. —	—	Marseilles	Paul Lecat	Fr. M.M. Cie
May —	—	Marseilles	Nera	Fr. M.M. Cie
May —	—	Marseilles	C. of Colombo	Br. J.M. & Co.
May —	—	London	Glengyle	Br. Glen Line
May 1	—	London	Sphinx	Fr. M.M. Cie
June —	—	Marseilles		

FOR SOUTHERN PORTS

Mar. 16	—	Hongkong via Manila	E. of Asia	Br. C.P.O.S.
Mar. 16	—	Hongkong & Canton	Kwangtah	Chi. C.M.S.N. Co.
Mar. 16	10.00*	Swatow & Hongkong	Yingchow	Br. B. & S.
Mar. 17	10.00*	S'tow, H'kong & C'ton	Taisang	Br. J. M. & Co.
Mar. 17	4.00	Ningpo	Hsin Peking	Br. B. & S.
Mar. 17	4.30	Ningpo	Hsin Ningshao	Chi. N.S.S. Co.
Mar. 17	—	Amoy & Swatow	Feichling	Chi. C.M.S.N. Co.
Mar. 18	—	Foochow	Hsinchi	Chi. C.M.S.N. Co.
Mar. 18	D.L.	Swatow	Tamsui	Chi B. & S.
Mar. 18	4.30	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Mar. 18	—	Hongkong & Manila	Nanking	Am. C.M.S.S. Co.
Mar. 18	11.00*	Hongkong & Canton	Sinkiang	Br. B. & S.
Mar. 19	noon	Swatow	Yusang	Br. J. M. & Co.
Mar. 20	D.L.	Amoy, H'kong & C'ton	Suiyang	Br. B. & S.
Mar. 21	D.L.	Hongkong & Canton	Fengtien	Br. B. & S.
Mar. 23	D.L.	Swatow & Hongkong	Chenan	Br. B. & S.

FOR NORTHERN PORTS

Mar. 16	10.00*	W'wei, Chefoo & T'tsin	Shuntien	Br. B. & S.
Mar. 16	10.00*	Tsingtao	Kwanse	Br. B. & S.
Mar. 17	10.00*	W'wei, Chefoo & T'tsin	Kingsing	Chi. J. M. & Co.
Mar. 18	11.00*	Newchwang	Ningpo	Chi. B. & S.
Mar. 18	—	Tientsin & Dalny	Suma Maru	Jap. O. S. K.
Mar. 18	3.00	W'wei, Chefoo & T'tsin	Shengking	Br. B. & S.
Mar. 18	noon	Dairen	Sakaki Maru	Jap. S.M.R.
Mar. 18	—	Tsingtao	Yekish'n Maru	Jap. S. M. R.
Mar. 18	—	Tientsin	Hsinkong	Chi. C.M.S.N. Co.
Mar. 18	D.L.	Chinwangtao	Fukuseki Maru	Jap. K.M.A.
Mar. 18	—	Tsingtao & Dalny	Tencho Maru	Jap. S. M. R.
Mar. 19	noon	W'wei, Chefoo & T'tsin	Koonshing	Br. J. M. & Co.
Mar. 21	1.00	Tsingtao & Dairen	Kobe Maru	Jap. S.M.R.

FOR RIVER PORTS

Mar. 16	M.N.	Hankow, etc.	Hwahta	Chi. C.M.S.N. Co.
Mar. 17	M.N.	Hankow, etc.	Tatung	Br. B. & S.
Mar. 17	M.N.	Hankow, etc.	Hwahlee	Br. J. M. & Co.
Mar. 17	M.N.	Hankow, etc.	Siangyang Maru	Jap. N.K.K.
Mar. 17	M.N.	Hankow, etc.	Kianghsin	Chi. C.M.S.N. Co.
Mar. 18	M.N.	Hankow, etc.	Tafoo Maru	Jap. N.K.K.
Mar. 18	M.N.	Hankow, etc.	Loongwo	Br. J.M. & Co.
Mar. 18	M.N.	Hankow, etc.	Laienyi	Br. B. & S.
Mar. 19	M.N.	Hankow, etc.	Woosung	Br. B. & S.
Mar. 19	M.N.	Hankow, etc.	Nanyang Maru	Jap. N.K.K.
Mar. 20	M.N.	Hankow, etc.	Luenho	Br. J. M. & Co.
Mar. 21	M.N.	Hankow, etc.	Suiwo	Br. J. M. & Co.
Mar. 21	M.N.	Hankow, etc.	Poyang	Br. B. & S.
Mar. 22	M.N.	Hankow, etc.	Tungting	Br. B. & S.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Mar. 15	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Mar. 15	— Hongkong	Sinkiang	Br.	B. & S.
Mar. 15	— Chefoo	Kingsing	Br.	J.M. & Co.
Mar. 15	— Swatow	Hirano Maru	Jap.	M.B.K.
Mar. 15	— Japan	Shengking	Br.	B. & S.
Mar. 15	— Chefoo	Pyrrhus	Br.	B. & S.
Mar. 15	— Chefoo	Hsinkong	Chi.	C.M.S.N. Co.
Mar. 15	— River ports	Feichling	Chi.	C.M.S.N. Co.
Mar. 15	— River ports	Tatung	Chi.	B. & S.
Mar. 15	— Japan	Tafoo Maru	Jap.	N.K.K.
Mar. 15	—	Inaba Maru	Jap.	N. Y. K.
Mar. 15	— Tsingtao	Sanse Maru	Jap.	Suzuki Co.
Mar. 15	—	Nagaragawa Maru	Jap.	
Mar. 15	— River

Business and Official Notices

PUBLIC AUCTION

The United States Marshal for China will sell at Public Auction to the highest bidder for cash at 11 o'clock in the forenoon on March 18, 1919, at No. 93 Avenue Road, all the machinery, fixtures and chattels belonging to the American Food Manufacturing Company seized by virtue of a judgment and execution issued by the United States Court for China consisting of the following, to-wit:—

(1) Foot press (1) Sewing Machine; (1) Set of dies; (1) Flanger; (1) Meat grinder; (1) Double seamer; (1) Hand roll; (6) Soldering cylinders; (2) Heninger and Hayes retorts with track and tackle; (1) 5-horse power boiler; (1) 400 lb. Howe scale; (15) Large kongs; (1) Curling machine; (1) Power press; (1) 2-inch shaft with hangars, beams, belts and pulleys; (1) 2-inch counter shaft beam, belts, pulleys, etc.; (1) Water tank; (2) Double seamers and numerous other articles used in operating this plant.

21652

SEND 75 DOLLARS
FOR A RELIABLE TYPEWRITER
Smith Premier or Remington
Also Cheaper Machines
Packed and Delivered Shanghai
Write for Bargain List S.D.P.
British Ribbons and Carbons at Trade Prices.
TAYLORS, 74, CHANCERY LANE, London, W.C. 2, England.

BANK NOTES

ISSUED BY THE

Deutsch-Asiatische Bank, Shanghai

In accordance with instructions received from the CENTRAL BUREAU OF LIQUIDATION OF THE DEUTSCH-ASIATISCHE BANK, all bank notes either in Dollars or Taels issued by the SHANGHAI BRANCH of the above Bank must be presented for payment to the undersigned on or before the 15th April, 1919. After this date they will be considered null and void. Notes issued by other Branches must be presented for payment direct to the respective branch.

Bureau of Liquidation
of the Deutsch-Asiatische Bank,
Shanghai.

A. G. STEPHEN,
Liquidator.

By his Attorney,
A. D. BRENT.

21650

NOTICE

All persons having claims against the estate of J. G. Munz, deceased, are requested to notify the undersigned on or before April 1st, 1919.

N. E. LURTON,
Commissioner,
United States Court for China.

21651

Australian
Fresh Butter
"DAISY" BRAND
AND
"MEADOW" BRAND
FRESH AND PURE
may be obtained from all leading Storekeepers.

During the Winter months fresh butter may be despatched to Outports in lots of 10 lbs. and upwards.

Tinned Butter
Best Australian
"BULLFINCH" BRAND
"ROSE" BRAND
In 2 lbs. (nom.) tins.

The Australian Produce Co.
GEDDES & CO., LTD.
Agents.
Tel. 346. 5 Peking Road.

Harbour Notification

No. 3 of 1919

The attention of Captains and Pilots is hereby called to Clause 16 of the Harbour Regulations for the port of Shanghai which provides that:

"Vessels when passing conservancy works in course of construction or conservancy craft engaged in dredging, etc., shall proceed at a slow speed."

As dredging and pumping operations are at present being effected on the Shanghai side of the river near the Municipal Power Station, at the Point, navigators are warned that in passing the dredger and the pumping station it is necessary to proceed at a slow speed BY NIGHT as well as by day, and whether or not the dredger and pumping plant are actually at work.

H. G. MYHRE,
Harbour Master.

Approved:
R. H. R. WADE,
Commissioner of Customs.
Custom House,
Shanghai, 13th March, 1919.

21632

HONMA HOSPITAL
No. 8A Miller Road. Tel. N. 2961
DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
Skin Diseases
Examination with Uretroscope
X-Ray and Diathermy

IN ENGLAND

William John Allen, an off-license holder, of 44, Dalston Lane, Hackney, pleaded guilty, at the North London Police Court, on June 19th, 1918, to selling a bottle of "Black and White" Whisky at 17s. 6d., contrary to the Spirits Order, 1918, which fixed the maximum price at 9s. 6d. per bottle.

ELEPHANT HEAD
PEPPERMINT

GARNER, QUELCH & CO.
Sole Agents

Business Men's Attention

is called to the fact that at Sullivan's Candy Store, on Nanking Road, they can drop in and get a Cup of Coffee and Sinkers just like at home.

All the morning papers are at hand, the service is good, clean, and reasonable.

A regular business men's Lunch is served six days in a week (closed on Sundays) 11.30 till 2 p.m.

SULLIVAN'S
NANKING ROAD

21596

AGENTS WANTED to represent a large British Firm of Disinfectant and Sheep Dip Manufacturers. Write S.C.P. Box 133, Smith's Advertising Agency, Ltd., 100, Fleet Street, London, E.C. 4. England.

INTERNATIONAL SAVINGS SOCIETY

Head Office: 5 Avenue Edouard VII, Shanghai

78 Monthly DRAWING of $2,000 PREMIUM BONDS

15th March, 1919

Notice is hereby given that in conformity with the conditions endorsed upon the bonds, the undermentioned reimbursements, of the total value of $23,154 representing 25 percent of $92,616 being premia on 7,718 bonds for the month of March, 1919, were drawn on the 15th March, 1919, at the Head Office of the Company, 5 Avenue Edouard VII, Shanghai, in the presence of Messrs. Wm. BRUNNING, Bondholder; Mr. J. BEUDIN, Director; Messrs. SETH, MANCELL & CO., Auditors.

The reimbursements drawn will be paid on and after the 17th March, 1919, at any of the following places:—

SHANGHAI—5 Avenue Edouard VII.
TIENTSIN—INTERNATIONAL SAVINGS SOCIETY, 45 Rue De France.
HANKOW—Messrs. ANDERSEN, MEYER & CO., LTD., 11 Rue D'Hanoi.
CANTON—Messrs. GERIN, DREVARD & CIE, Shameen.

3 Bonds at $2,000 each numbered	1526	3738	4491	
3 Bonds at $1,000 each numbered	169	3736	7562	
3 Bonds at $300 each numbered	1048	3720	5942	
3 Bonds at $200 each numbered	758	2031	7025	
3 Bonds at $160 each numbered	1028	4000	4144	
1 Bond at $1,718 numbered	5471			
1 Bond at $784 numbered	6990			
1 Bond at $300 numbered	4631			
1 Bond at $200 numbered	4633			
1 Bond at $160 numbered	6959			

and 751 Bonds at $12.00

2	663	1310	1984	2605	3244	3859	4540	5165	5928	6544	7171
25	672	1325	1986	2625	3261	3863	4541	5182	5947	6546	7199
28	679	1330	1987	2641	3263	3891	4565	5187	5952	6559	7201
31	680	1387	1993	2650	3265	3894	4573	5196	5957	6560	7215
35	681	1388	1997	2674	3266	3896	4582	5214	5902	6595	7276
66	687	1393	1998	2684	3272	3902	4595	5215	5979	6607	7278
73	717	1394	2002	2702	3276	3904	4601	5216	5990	6609	7285
77	725	1421	2008	2705	3281	3909	4665	5229	6002	6613	7308
103	740	1422	2012	2729	3284	3914	4674	5250	6008	6636	7310
111	747	1427	2025	2738	3297	3932	4686	5253	6010	6647	7315
118	783	1436	2032	2759	3301	3977	4711	5271	6014	6660	7342
120	783	1438	2038	2763	3312	3993	4712	5294	6020	6668	7344
122	786	1457	2039	2794	3333	4006	4731	5297	6024	6688	7366
124	795	1466	2044	2796	3337	4012	4742	5303	6026	6705	7371
153	817	1468	2047	2801	3342	4028	4744	5315	6032	6708	7374
164	824	1474	2052	2816	3353	4053	4757	5326	6038	6709	7390
170	827	1476	2061	2820	3360	4055	4772	5327	6049	6715	7402
179	840	1489	2066	2839	3370	4100	4774	5337	6104	6718	7410
198	852	1512	2084	2845	3379	4103	4776	5349	6106	6719	7411
199	897	1523	2086	2851	3386	4117	4796	5358	6114	6721	7420
226	910	1528	2094	2852	3391	4124	4816	5360	6115	6726	7424
229	927	1543	2118	2854	3392	4137	4818	5385	6124	6742	7426
244	930	1567	2121	2873	3401	4145	4827	5388	6131	6754	7429
282	933	1568	2135	2922	3416	4158	4852	5399	6136	6758	7433
284	947	1584	2140	2935	3421	4171	4856	5400	6141	6785	7439
285	950	1585	2148	2937	3434	4181	4857	5417	6174	6792	7444
286	956	1591	2155	2953	3441	4182	4859	5420	6190	6793	7459
310	981	1598	2157	2959	3466	4242	4881	5450	6191	6794	7464
311	1001	1599	2201	2960	3467	4247	4892	5486	6206	6799	7477
339	1002	1607	2213	2965	3521	4271	4894	5488	6215	6807	7490
352	1006	1614	2227	2966	3523	4272	4897	5509	6217	6810	7500
365	1012	1615	2228	2973	3539	4283	4900	5531	6219	6815	7511
367	1014	1617	2238	2979	3554	4291	4902	5514	6227	6822	7524
371	1039	1647	2243	2985	3555	4293	4910	5515	6228	6840	7530
385	1042	1660	2265	3001	3560	4296	4913	5521	6241	6878	7538
388	1050	1684	2279	3011	3564	4304	4939	5529	6242	6882	7545
394	1070	1707	2282	3012	3585	4306	4940	5530	6245	6909	7550
399	1073	1721	2304	3014	3613	4311	4941	5542	6258	6911	7553
409	1077	1728	2307	3039	3617	4313	4960	5548	6273	6927	7557
421	1078	1753	2313	3040	3623	4314	4961	5592	6275	6933	7567
425	1100	1766	2323	3044	3626	4321	4968	5595	6291	6939	7568
440	1123	1781	2331	3049	3631	4328	4981	5633	6298	6946	7571
455	1147	1786	2339	3053	3640	4331	4986	5636	6312	6965	7575
460	1155	1807	2351	3054	3646	4339	4992	5650	6313	6967	7581
480	1156	1809	2352	3073	3653	4354	5004	5660	6330	6969	7589
482	1157	1820	2364	3087	3663	4380	5010	5671	6335	6999	7604
508	1160	1845	2374	3093	3685	4393	5012	5675	6349	7016	7608
542	1164	1848	2438	3097	3691	4399	5013	5692	6370	7020	7624
550	1174	1867	2466	3107	3694	4409	5018	5735	6374	7035	7627
558	1186	1879	2475	3108	3698	4421	5020	5746	6377	7055	7630
565	1196	1881	2477	3110	3718	4425	5035	5750	6385	7061	7645
566	1197	1892	2481	3115	3729	4435	5044	5781	6387	7071	7649
575	1201	1905	2490	3127	3732	4458	5048	5797	6388	7086	7656
579	1213	1922	2492	3137	3737	4477	5066	5821	6400	7090	7656
586	1217	1928	2499	3142	3743	4487	5067	5828	6416	7096	7668
588	1218	1935	2516	3152	3745	4488	5084	5844	6421	7099	7675
624	1222	1946	2529	3159	3748	4495	5094	5847	6440	7105	7686
632	1245	1955	2548	3174	3758	4498	5121	5851	6467	7111	7695
637	1247	1956	2555	3177	3796	4506	5129	5862	6470	7112	
648	1261	1961	2577	3199	3797	4518	5136	5872	6471	7119	
652	1270	1970	2583	3203	3831	4527	5138	5873	6483	7128	
653	1283	1971	2590	3217	3832	4530	5141	5906	6492	7162	
657	1306	1972	2598	3236	3855	4532	5144	5919	6497	7165	

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The Shanghai Horse Bazaar & Motor Co., Ltd.

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21656

THE SHANGHAI-SUMATRA TOBACCO CO., LTD.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the Seventeenth Annual Meeting of Shareholders will be held at the Office of the undersigned (No. 1, The Bund) on Monday, the 31st March, 1919, at 4.00 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, for the year ended 31st October, 1918.

The Transfer Books of the Company will be closed from the 24th to the 31st March, 1919, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agents.

Shanghai, 14th March, 1919.

21654

NOTICE OF REMOVAL

Our offices have this day been removed to No. 9, AVENUE EDWARD VII, 2nd FLOOR.

O. THORESEN.

Shanghai, 15th March, 1919.

21645

In the United States Court for China

In re Estate of ALBERTA CASTERLIN KEMPTON FITCH, Deceased.

Cause No. 736
Special Proceeding No. 278
(Administration)
NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Administrator cum testamento annexo of the last will and testament of the above named decedent; that all persons having claims against the estate of said decedent are required to present the same for payment with vouchers, to the undersigned on or before September 16, 1919, and that all persons owing said deceased are required to make payment to the undersigned.

GEORGE ASHMORE FITCH,
Administrator, Cum Testamento Annexo,
No. 120 Szechuen Road,
Shanghai, China.

March 16, 1919.

21649

In the United States Court for China

In re Estate of HENRY B. KEELER, *Deceased.*

Cause No. 474
Special Proceeding No. 282
(Administration)
NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Administrator of the estate of the above named decedent; that all persons having claims against the estate of said decedent are required to present the same for payment, with vouchers, to the undersigned on or before September 16, 1919, and that all persons owing said deceased are required to make payment to the undersigned.

HERBERT RALPH SNYDER,
Administrator,
Standard Oil Company of N. Y.,
Shanghai, China.

March 16, 1919.

21648

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

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21646

TO LET, a well-furnished flat of three rooms, with verandah, facing south, also room suitable for couple. Board. On tram line, near Country Club. Apply to Box 327, THE CHINA PRESS.

21643 M. 18

TO LET, Central, a cheerful, cool and well-furnished single, attic bedroom; good board and attendance, private bathroom, $70. Apply to Box 324, THE CHINA PRESS.

21629 M.18.

WANTED, two bachelors, or married couple, for bright cheerful sitting room, with smaller bedroom adjoining. Excellent table. Garden, stables. Terms, all inclusive, most moderate. Apply to Box 325, THE CHINA PRESS.

21636 M.18.

TO LET, unfurnished flat of two large rooms, bathroom and kitchen, use of servants' quarter, Hongkew district. Apply to Box 318, THE CHINA PRESS.

21616 M. 16

TO LET, Western district, nice, cheerful room in comfortable house. A few minutes from Carter Road. Apply to Box 321, THE CHINA PRESS.

21622 M.16.

TO LET, two-roomed apartment, with housekeeping arrangements, for bachelors or couple. Very high-class. Also one office. Apply 51 Szechuen Road.

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MISCELLANEOUS

WANTED, subscribers to "The Pioneer." We are getting them every day, but there's always room for one more. Subscription rate $5 per year, payable in advance. Address, Room 53, Hotel de France, Shanghai.

21617

TO LET, accommodation for motor-car, and stabling for two ponies at Weihaiwei Road. Please apply to Box 322, THE CHINA PRESS.

21623 M. 16

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WANTED: Young Lady (preferably American) experienced in secretarial work. Shorthand unnecessary. Must be fast typist. Reply, giving experience, age, salary required, address, etc., to Box 332, THE CHINA PRESS.

WANTED, foreign teacher of English for period March-June. Salary $150 per month. Reply to J. T. Proctor, 9 Hankow Road.

21625 M.16.

Business and Official Notices are Continued on Page 15

Classified Advertisements are Continued on Page 15

SITUATIONS WANTED

EXPERT lady steno-typist desires position with a reputable American firm for half-day work. Apply to Box 330, THE CHINA PRESS.

21653 M. 21

I WANT work for a Christian Russian refugee, about fifty years old, who with his wife needs immediate help. He is a machinist with inventive ability; understands gardening; would make an honest godownkeeper. He will be content with any honest work and wages that will help keep soul and body together. Apply to Box No. 323, THE CHINA PRESS.

21626 M. 16

YOUNG Englishman, with small capital, wishes to invest same in some sound business as working partner. Would take up outport work or travel in interior. Replies to Box 320, THE CHINA PRESS.

21621.M.16.

EXPERIENCED analytical chemist (Chinese), possessing good knowledge of metallurgy, wishes position; moderate salary expected. Apply to Mr. Yung Chia-zai, 6 Kiangse Road.

21553 M.23.

OFFICES, ETC., TO LET

OFFICES to let, new building, 14 Canton Road, on ground, first and second floors, from April 1st; divided to suit tenants. Apply premises.

21507

LARGE, bright godown, second floor, Central district. Immediate occupation. Apply to Box 246, THE CHINA PRESS.

21439

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Capt. Glen Collins, Hero—and Rascal?

The Strange Jekyll and Hyde Career of a Brave and Distinguished Officer Who Married Into the Fashionable 400 and Is Now to Be Tried as Adventurer and Swindler

PHOTO · PAUL THOMPSON.

Landing Soldiers on the Gallipoli Peninsula, Where Captain Glen Collins Fought with Distinction and Was Wounded.

(Note: Many Shanghai people will recall Capt. Collins, his wife and the Mrs. Olsen mentioned in the following article. While here they stopped at the Astor House. Both ladies smoked large black cigars.)

CAPTAIN CHARLES GLEN COLLINS is in jail. But Captain Collins was once the welcomed guest at the most fashionable entertainments of New York and Newport? Yes.

Captain Collins, of the British Army, is a hero of Gallipoli in the cruelest, hottest campaign of the war. Then why is this dashing army hero of unquestioned courage in jail?

Captain Glen Collins's extradition has been ordered by U. S. Judge Foster, of New Orleans, on the complaint of the British Government for swindling a famous jewelry firm in Bombay, India, out of some fifty thousand dollars' worth of pearls.

Collins is really an ex-colonel now, and his military record is one of the finest in the British army.

But for fourteen years at least he has been acquiring an unsavory reputation on three continents. Two American wives have divorced him for his treatment of them, and numberless other women have cause to regret his dangerous fascinations. He has been arrested over and over again on various charges, but never yet convicted.

Yet this social parasite, this deceiver of women, this dabbler in queer financial transactions, served with credit through the Gallipoli campaign, the most terrible ordeal of the present war. Before that he had fought in the Boer war and was engaged at Paardeberg, perhaps the greatest fight of that war, when the British troops took a tremendous Boer entrenchment by a frontal assault.

There is the problem. Can a man be a parasite in ordinary social life and a real hero in war?

This real "Jekyll and Hyde" is the grandson of the late Sir William Collins, a very distinguished and wealthy citizen of Glasgow, Scotland. During his first visit to American shores he married that most picturesque New York society beauty, Miss Nathalie Schenck. At that period Reginald Vanderbilt, George Gould and August Belmont were among the many prominent Americans who were pleased to call him friend.

The latest chapter in Glen Collins's long and complicated story must be told first. In August, 1914, when the great war had broken out, he was actually under indictment in New York for the larceny of $222 from Miss Amelia Lauterbach, a New Jersey school teacher. She charged that he had taken the money on the pretense that he would buy her steamship tickets to Europe and kept it. As usual, he had pursued his object by making love to his victim.

Collins pleaded that he should be released in order that he might go to the help of his country, then in sore need of soldiers. When this plea was refused he "jumped his bail," and the next news from him was that he had been appointed a captain in his old regiment, the Cameron Highlanders.

Later he was transferred to the Howard Battalion of the Royal Naval Division, that took part in the Gallipoli expedition, the disastrous attempt to storm the defences of the Dardanelles. In this force Collins became a lieutenant-colonel. The Australians and many of the best troops of the British Empire were engaged in that expedition and lost 100,000 men in casualties.

Most people know the story of the expedition. The British troops, after landing under a murderous fire, had to lie out on a sandy beach without overhead protection from the Turkish shells or the weather. Dominating them as far as they could see was a long line of hills, on which the Turks were strongly entrenched, aided by an abundance of German big guns and gunners.

So great were the miseries of these British soldiers that many of them welcomed an opportunity to get killed. During this terrible campaign Colonel Glen Collins bore himself with the greatest bravery, leading his men with the greatest coolness in attack and encouraging them by his inexhaustible flow of anecdotes and good spirits to bear their troubles. At last they were ordered to abandon Gallipoli with the bitter knowledge that all their losses and sufferings had gone for nothing.

He was wounded at Gallipoli, but recovered quickly and was mentioned in despatches. He served continuously at this place from April, 1915, to January, 1916.

He was also with his battalion at Antwerp in 1914 and kept it in hand during a trying retreat. He commanded a regiment at Salonica in 1916 and after that fought in France. There he was gassed and seriously wounded.

He spent some time at the Royal Naval Hospital at Portsmouth recovering from his injuries. After that, according to the British officials, he was allowed to resign on account of ill health, but Collins claims that he is on sick leave.

Then Colonel Collins relapsed to the other phase of his character. While recuperating from his injuries he became very friendly with Captain Douglas Muntz, member of a very wealthy English family, an officer in the same battalion.

Captain Muntz then discovered that Colonel Collins had exercised over his wife the deadly fascination that no woman had ever resisted. Muntz obtained a divorce, and since then Collins has married Mrs. Muntz.

With his companion Collins drifted on to Bombay, India. This city happens to be the greatest distributing centre in the world for fine Oriental pearls. This fact interested Colonel Collins deeply, and he prepared to exercise his fascinations on the Hindu pearl dealers.

What happened there can best be understood from the charges on which the British Government requested his extradition in New York. In one case it is stated that he obtained from Mohamed Ali Zamil, of Bombay, by false pretenses, a black pearl, valued at $8,000. The extradition proceeding were brought by C. Clive Bayley, the British Consul-General at New York, and his counsel, Charles Fox.

According to the extradition papers Collins, on February 26, 1917, gave Mohamed Ali Zamil a check for $8,000 on G. Curtice, 62 Clarges street, London. This man proved to be only a lodging-house keeper, with no funds belonging to Collins in his possession.

It appears, according to officials, that Collins completely hypnotized the dusky pearl dealing fraternity of Bombay. He gave out that he was a British colonel on leave of absence; that he was a member of the well-known firm of William Collins & Son, of Glasgow, and that he intended to stock up with pearls and dispose of them after the war.

The pearl dealers, as one official expressed it, simply "fell over themselves" in their eagerness to place their choicest jewels at the feet of the honorable sahib. In another case, it is charged, he obtained a beautiful necklace of fifty-three pearls from Pohoomull Brothers, of Bombay. These pearls were of "a superb rosy tinge and weighed 159 9-10 karats." This was valued at $23,000. In another case pearls valued at $21,000 were obtained, making, roughly, a total of $50,000 of property secured by Colonel Collins.

Having loaded up with choice pearls, Colonel Collins journeyed on toward America. By the way he amused himself greatly and fascinated everybody with his stories of adventure.

His latest charming wife helped to increase the deeply agreeable impression he made. He left Tokio, Japan, in April, 1917, for Vancouver, B. C.

While out West he was mentioned in the breach of promise suit brought by Mrs. Olga Olsen against Captain Fritz Olsen, president of the Northern Pacific Steamship Company. Ever since then, it is stated, Mrs. Olsen has been a most devoted friend of Colonel Collins.

Collins then travelled on to New Orleans. By this time the Bombay pearl dealers began to fear that their pearls were in danger and tried to have him extradited. He was arrested on one charge in New Orleans and released. Then he came to New York and was arrested again in May while dining at Sherry's.

He was then released on his own recognizances. When the day came for examination before United States Commissioner Hitchcock in September, Dr. Oswald S. Lowsley and Dr. Frederick Peterson, two New York "nerve specialists," submitted affidavits that Colonel Collins was in such a state of nervous breakdown that it was impossible for him to leave his room in the New York Hospital. The picture the nerve specialists painted of his condition was quite heartrending. In fact, they feared that if worried in the least about business he would take his own life.

He was, therefore, allowed a further delay. When the United States marshal went to the hospital on October 8 to bring him to court he found that the elusive Colonel had fled a few hours before. His counsel, Edwin B. Wilcox, professed entire ignorance of his whereabouts.

Several weeks later he gave himself up at New Orleans, where his extradition was ordered.

According to the officials who are prosecuting Collins, he has made various attempts to dispose of the pearls while he has been in this country, but whether he has been successful they will not say. In his defense Collins alleges that his Indian creditors are trying to collect debts through the medium of extradition proceedings.

Information has been received that Colonel Collins has led a merry life while extradition proceedings have been pending, and even while he was supposed to be suffering from nervous prostration. Reports are heard of gay dinner parties in fashionable hotels where he was the life and soul of the party.

In appearance Colonel Collins is described thus: "About 6 feet 2 inches tall, straight, broad shouldered. He has a square jaw, high forehead, aquiline nose and a long face. He has gray eyes. He seldom smiles, but has very agreeable manners."

It was in 1904 that Charles Glen Collins dawned on New York society with the finest of introductions. At Georgian Court, the home of the George Goulds, he met Miss Nathalie Schenck, who was noted for her statuesque beauty. She was 5 feet 10 inches tall.

She was the daughter of Mr. and Mrs. Spotswood D. Schenck and the granddaughter of Matthew Morgan, a once well-known New York banker.

Collins played polo well and charmed every one who met him. After a very rapid courtship he and Miss Schenck were married at Monterey, Cal. He believed that she had plenty of money, and she thought equally well of him. As a matter of fact he had very little and she had less. He had allowed it to be understood that he had $50,000 a year from his family, whereas he had never had anything but a small allowance of about $80 a month, and his family had cut off all further help on account of his numerous scrapes.

The happy couple, trusting in one another's wealth, sailed for Honolulu with a great retinue of servants, polo ponies and baggage. There they learned the truth and found that the Captain could not pay his bills. The bride had to pawn some of her jewels for this purpose. They returned to this country and then separated within four months of their marriage. She obtained a divorce without delay.

Naturally, everybody condemned Collins severely for his treatment of a trusting woman. In 1907 he came back to this country and went to work in the Grubey Faience Pottery Company, of South Boston, Mass. He announced to his associates that he was doing honest labor in order to win back the affections of his wife, the mother of his little boy. He impressed his associates deeply, but not the former Mrs. Collins. She was afterward married to William Laimbeer, who was killed in an automobile accident in 1912.

In 1910 the Princess Ethel Zoltykoff, of Russia, obtained a judgment against Collins in New York for obtaining certain rare vases from her. She stated that she had these vases at her house in London, that Collins admired them and said he would buy them for $15,000. Exercising his natural persuasiveness, he carried them away and never sent her the money. She trailed him for seven years until she caught him in New York.

In 1911 he became bankrupt in New York with $414,000 worth of debts. They were almost entirely for personal luxuries. It was explained that the Captain required $20,000 a year to dress himself properly.

PHOTO · AIMÉ DUPONT.

Master George Glen Collins, the Little Son of Captain Collins by His First American Wife.

PHOTO L. ALMAN.

Mrs. William Laimbeer, the Popular New York Society Beauty, Who, as Nathalie Schenck, Married Captain Glen Collins Hastily and Repented in Four Months.

Captain Charles Glen Collins, of the Cameron Highlanders, as He Looked When He First Began to Make Victims in American Fashionable Society.

© INTERNATIONAL

Some of the Difficulties of the Disastrous Gallipoli Expedition, Where Captain Collins Served With the Naval Division.

Mrs. Ellen B. Ryder sued him for $25,000 for stocks and bonds loaned to him.

In the same year John H. Parks, the millionaire head of the "Tack Trust," proudly announced that he expected his daughter, Miss Clara, would marry the distinguished Captain Collins. Inquiries by Parks put an end to this affair.

At Chicago, in 1913, he posed as a leading British banker before the Investment Bankers' Association. While there he was arrested for obtaining $25 by means of a worthless check from R. H. Thompson, of Baltimore. He was tried in Baltimore and acquitted with an ovation, so agreeably had his appearance impressed the spectators.

It was at this period also that he began his lightning courtship of Miss Amelia Rumsey Wheeler, daughter of Samuel H. Wheeler, the millionaire sewing machine manufacturer.

"Papa" Wheeler hired a corps of detectives in various parts of the country to stop this union. Once he caught his daughter at the Pennsylvania Railroad station in Chicago just as she was about to elope with the Captain. The next time they planned to run away and be wed at Towson, Pa., but although the Captain fled over housetops and disguised himself as an old woman in order to shake off "Papa's" detectives, he was unable to do so. On a third attempt, however, the elopers were successfully wed at Summerfield, Md., on August 15, 1914.

It was while still wooing Miss Wheeler that Captain Collins met Miss Elizabeth Lauterbach, a clever school teacher of Cranford, N. J., who says that he obtained $222 from her in order to buy her tickets for Europe, about which he talked so fascinatingly. Miss Lauterbach has described him better than anybody:

"He is very polished. He has much savoir faire, which in his case amounts to an ability to romance at a moment's notice.

"He is convincing. He always finishes on a high note. He told us his brother was a member of Parliament and how he had been presented to the Queen.

"He never said he tried to borrow money from the Queen, although if he had really been presented to her I have no doubt he would have done so."

Incidentally it was stated in court that he had obtained $17,000 from Miss Wheeler in cash and jewelry before he married her, and incidentally, Madame von Jasarborn, a German major's wife, expressed a desire to tell how Collins had obtained $50 from her husband.

The time was rapidly approaching when Glen Collins was to drop his role of social parasite and figure for a time as a real hero. He was actually under indictment on the Lauterbach charges when he skipped out and plunged right into the great war. At this point his last American wife, Amelia Wheeler, obtained a divorce from him.

Late Winter Furs

By Lady Duff-Gordon

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By Lady Duff-Gordon
("LUCILE"

THIS is a time when woman's fancy dwells upon her furs. In many of your American States the weather is rawest in the latter part of Winter. New Yorkers, hiding their heads with turtle-like gesture in their furry coats, remark: "The last is always the worst of our Winter."

I show you on this page to-day an array of chic furs. There is a set of smart furs. There is a coat smartly trimmed with fur. And there is a short coat that is the last word in midwinter furry smartness.

"Jogging Along" is a name applied to the short coat that rests so smartly on its wearer's shoulders. It is long enough to be graceful, yet short enough to permit her to walk with both ease and swiftness. That which is seen on the large central figure is of beaver, hanging loose and full and straight from the shoulders. Novel is the broad band of the same fur about the edge of the coat and which is of pocket-like looseness. The high band collar and the wide cuffs are of silver fox. The muff is trimmed with heads and tails of the same animal. chicness is added by the sapphire velvet skirt, with its pipings of scarlet silk. A saucy note is struck by the red morocco boots.

The heavy motor coat, which has been named the "Fismes," gives to the beholder, and undoubtedly to the wearer, the sense of warmth. Long and loose, and widely and loosely belted, it is built of Bolivia cloth in apricot shade. The pair buttons diagonally arranged are of sapphire blue. The wide shawl collar is made in large part of Scotch mole. The high, elbow-seeking cuffs are of a generous amount of that demure fur. The ulster, though bearing the generic term automobile coat, is popular for street wear, a fact which may be gathered from the presence of the light, smart cane.

Leaving this lower left-hand figure, the eye travels upward to the extremely chic costume, enhanced by its accessories of fur, which we see on the upper right hand. The costume was designed for a going-away gown. It has received the fitting name, The Soldier's Bride. The one-piece gown and its nearly covering coat of Colonial period, save for the modern sleeves that gradually tighten to a glove-like closeness at the wrist, are of light blue velvet. With the departing costume is worn a cape scarf of squirrel. The ends cross in shawl-like effect on the breast, and are fastened by two huge buttons of the fur. The scarf falls away from the neck in the manner that is smart, but not appealingly warm. The turban is of the same shade as the suit, and is encircled by a broad band of the silver fox. The muff and cape are lined with pale violet silk, which shows smartly in the muff. The occasion for the costume is revealed by the bunches of orange blossoms worn on the turban and muff and at the belt.

New Fringed Neckwear Is A Charming Fashion

Fringed neckwear is one of the most charming accessories of woman's dress in the shops, says a New York fashion expert. Of course fringe hasn't really gone out of fashion. It simply is not used with the same indiscriminate enthusiasm that marked its earlier use on smart frocks. And neither is separate neckwear out of fashion. The new frocks are usually made with attached collars, whether they be wired lace collars suggesting Catherine de Medici, frills applied to the rounded neck line, a fold of old lace in the deep oval neck line, or some other arrangement of soft white or cream to give charm to the neck line.

There is still a need for separate collars and cuffs, and all the smart shops are well supplied with sets that would tempt any woman. And among the newest of these are those trimmed with fringe.

There is a white satin collar and cuff set, for instance, with rounding edges to the cuffs, and a rounded outline to the collar, with a little applied bias band stitched along the edge, and coming from under it twisted silk fringe.

There is another set of white satin crisscrossed with tucks, making a check or barred design. Around the edge of this collar is fringe, and the cuffs to go with it, which button snugly about the wrist, have fringe along the top edge and along the buttoned over edge, too.

Then another collar of white satin shows a deep band of sapphire blue silk fringe at the back.

Hints About Centerpieces

Several years ago, when sets of porcelain flower holders which, linked together to form a great centerpiece, came in, they caused almost a dinner sensation. They seemed too much of a vogue to stay, but they are here still.

One such set that recently attracted attention is made of ivory colored porcelain. There are several narrow, troughlike flower holders that, pushed together, form an irregular oblong in the center of the table. Small, short stemmed flowers are arranged in masses in these dishes.

Then there are eight tall candlesticks to match, and they are grouped around the flower dishes. A mirror fits nicely into the space defined by the flower dishes, and of course reflects the flowers above and around it.

Fashion's Fads And Fancies

Enormous braided buttonholes with buttons at one end form the trimming of some of the new dresses put out by Premet, says an exchange. On one there are three of these, forming the trimming of the bodice, the topmost one being at least six inches long, the center one perhaps five inches, and the one nearest the waistline possibly four inches. Four graded buttonholes of similar construction trim the upper part of the front panel of the skirt.

Extremely effective is a French frock of black satin, the only trimming of which is embroidery of gay silk in a large design.

Window decolletage is one of the new things in afternoon frocks. A bodice so constructed shows an oval opening in the front, some three inches below the round neckline, and on each sleeve two or three inches above the short elbow sleeves.

We used to wear woollen frocks trimmed with silk; now we wear silk frocks trimmed with wool. Often this woollen trimming takes the form of embroidered motifs of gay colored worsted. Sometimes the embroidery is of a single tone of worsted worked merely in stripes. And again the woollen trimming takes the form of cutouts of woollen fabric applied to the silk by means of stitches in woollen worsted.

An effective mode of trimming frocks of organdie or other sheer cotton or linen fabrics is by means of what is known as double work, and this is something that can be accomplished at home as well as by the professional dressmaker. The effect is produced by turning back the material or applying it over the body of the frock in a simple design and then joining it by a line of hemstitching or fancy stitchery and cutting it close along this line, thus producing the design in the double thickness of the material.

It is an effective way to finish collars and cuffs, and a charming skirt trimming can be produced by turning up the hem in a Wall of Troy or other design and stitching it back along that line. One need not of course work this hemstitching by hand, but it can be done for so much a yard at the shop where you have pleating done and button moulds covered.

Many of the new organdie and other sheer frocks are made with hems so deep as to meet midway from the ankles to the waist line. This makes the frock set rather better than otherwise, because of the added weight at the lower half of the skirt, and also renders a skirt of transparent material less transparent.

One or two of the new frocks put out by the celebrated French dressmakers show tucks pressed upward. This trimming is used on the skirt and on the bodice, and is one that any clever home dressmaker could use to advantage in a crisp fabric.

Odd Bits Of Fashion

Little half garments of fur that are so easy to wear, and at the same time do give the needed warmth over the suit coat, have pointed ends in front that cross to give an interesting triangular effect. Very often such a garment is banded with a contrasting fur, and this, of course, outlines the points.

New georgette blouses are trimmed with beads, coarsely fastened in place with bright colored strands of worsted.

The varied neck line dominant in our frocks has also gained high vogue in pajamas, night gowns and negligees. In these garments the square, the deeply oval, the round line are all seen. Sometimes there are no collars, and sometimes there are soft, wide, capelike collars.

Velvet negligees have only one drawback: they are expensive. But they are not only beautiful, they are ideally comfortable for the cold days of winter. And those one sees this season are of such wide variety and of such lovely design that everybody must surely find one that is becoming.

Small felt discs are applied with black threads on a gray satin hat. The felt is white.

SAPPHIRES IN FASHION

Said To Be A Large Stock In The Hands Of Gem Dealers

That person, man, woman or Bolshevist, who wishes to be in it, to use the English equivalent for the French phrase, will wear sapphires. Such is the edict of fashion. One reason for this is that it has been comparatively easy to imitate the ruby, hitherto enthroned as the show gem. Another probably is that the sapphire has been somewhat neglected and it is prudent to get rid of accumulated stock.

As an incident of the edict demobilising the ruby and calling the sapphire to the colors, we are told that diamonds and pearls are still the most expensive and most fashionable jewels. The latter part of this statement is tautology in its crudest form. As if anything could be the most expensive and avoid being the most fashionable! Still another interesting bit of this jewel gossip states that diamonds and pearls have increased 100 percent in price since the war began, proving that they are worthy associates of King Coal. The information probably will serve to halt those who have been considering burning their surplus diamonds in the furnace to conserve the coal supply. And it also seems that the most aristocratic of gems feels the ebb and flow of the tide of labor for it is said that the South African field has been confronted with a labor shortage. Such statements are truly alarming and probably will set many to hoarding diamonds; but news is news and must be given out.—*Rochester Democrat and Chronicle.*

At the Dressing Table.

By Mimosa

How Milicent Cheated Father Time

I hadn't seen Milicent for over three years, when I called on her a few days ago. I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much the worse for her three years' work. But far from looking jaded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercolised wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt fore raised wrinkles, and was using instead a lotion made by mixing an ounce of cleminite in about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the mercolised wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Milicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered pheminol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some tokko paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of stallax dissolved in hot water, then dried it without rinsing (as this is not necessary when using stallax) and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of boranium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Milicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she confessed was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure colliandum, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.

You have heard of

Pond's Vanishing Cream—

seen it often, no doubt;

But do you know how different it is from any cream you ever used? Do you realize that it does for your skin something that no cold cream can do?

Rub a little Pond's Vanishing Cream on the back of your hand. At once it disappears. Notice how quickly your skin takes on a soft, milky tone. Even one application gives your skin a softness, smoothness and delicacy of coloring that is noticeably lovely.

Every woman who knows how to make her skin look its loveliest has found that, necessary as a cold cream is, it is not enough.

She knows that the skin also needs the protection a greaseless cream gives—a cream that can be applied while dressing, before going out.

Whenever your skin feels dry or drawn, or your face shows fatigue, you will find an application of Pond's Vanishing Cream remarkably refreshing. Entirely free from oil and absolutely greaseless, it lies cool and smooth on the skin for an instant, then vanishes.

People with oily skin should never use an oil cream

The famous skin specialist, Dr. William Allen Pusey, says that people with coarse pores and large fat glands should avoid fatty toilet preparations. If your skin is inclined to be coarse-pored and too oily, you will find Pond's Vanishing Cream ideally suited to your skin.

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AUTOMOBILES

SHANGHAI, SUNDAY, MARCH 16, 1919

The Post-War Automobile Is To Be Of Lighter Design

Marmon Vice-President Gives His Idea Of Present Motor Car Tendencies

"On November 11 the armistice was signed, and up to that moment no concern which was truly patriotic and which followed the orders from Washington could possibly have designed and developed an automobile," says F. P. Moskovics, Vice-President of the Nordyke and Marmon Company. "Do not forget that draftsmen, tool makers, tool designers and, in fact, every metal artisan, from the designer to the finished tester, was busy with war. Therefore any concern which claims during the period of war it designed and developed a post-war car admits on the face of it that it verged very closely to being exceedingly unpatriotic.

"Bear in mind the element of time cannot be divorced from the design and development of a motor car. Any car that is to be worthy of the name "post-war car" must have in it lessons gathered from the war. The war was not over until November 11.

"No designer in the world can design and develop experimental models, try out these models, then turn them over to the factory and have the factory put them into production without considerable time. This varies from one year in some factories to several years in others; but the element of time is utterly and absolutely necessary.

"Now, considerable will be asked as to what is a post-war car. I am going to refer to some extracts from an article entitled "Mars Shapes Industry's Trend," written by one of the best authorities in the automobile industry, H. A. Tarantous, in the January number of Motor. First among headings he brings out the following:

"Makers have learned better production and manufacturing methods.

"Developments of regular products retarded because of war work.

"Work now in progress will result in cutting of car weights to startling degree.

"Aluminum and pressed steel will come in for greater use.

"Metallurgical knowledge gained in war period will be reflected in the cars of the near future.

"Engine and chassis lubrication will be much improved.

"Designs will be altered to lend themselves to the lighter constructions.

"Fuel problem not so troublesome as imagined.

"Briefly those cars will be much lighter than our present ones; they will use more aluminum and pressed steel parts, they will have better bodies, be more comfortable, far more economical, cheaper in price and show a general refinement in detail all through.

"Aluminum has had quite a bit to say during these past few years. Though it is known that a number of manufacturers have worked out aluminum engines with a view to lightening the chassis and getting better cooling, there seems to be no especial virtue in the former move unless the rest of the chassis is lightened accordingly. The aluminum engine certainly saves a hundred pounds or so of weight, but I do not believe that there ever will be any great number of such engines in American chassis. What the maker must do is lighten the whole chassis.

"Admittedly our chassis in general are too heavy. A certain few are enormously heavy as compared with others. That these cars must be so heavy is an admission of a waste of materials, and inability to get riding comfort without that weight.

Lighter Construction

"Aluminum and pressed steel must come into greater vogue as chassis materials, in addition to the greater use of lighter materials, the design must be altered to lend itself to lighter construction. The average seven passenger car of today is highly inefficient when one considers the ratio of its load to its weight. The trouble is in many cases that the entire chassis will have to be redesigned and this most makers hesitate to do. It is supposed by a great many that the heavier cars ride easier than the lighter ones, but that is because of a misunderstanding of the fundamentals underlying easy riding. It is not a result of weight, though to be sure any very heavy car will ride easy. It is not meant that every light car is better than the heavy one —quite the contrary, but it is stated that the whole run of chassis are entirely too heavy and it has been shown it is possible to lighten them by many hundred pounds and get even better riding qualities. With the lightness comes better fuel economy, tires last longer, the engine need not be so big and powerful.

"In order to obtain the desired lightness not only the larger parts of the chassis, such as the axles, frame, engine, etc., but the small parts of these units must be attended to also. Pressed steel and aluminum parts will further find their way into the chassis with the result that our cars of a few years from now will be on the average some 500 to 700 pounds lighter."

Smaller Car Unnecessary

"The very first thought in the minds of some engineers working in this direction is to decrease the wheelbase and make a smaller car and by a closer study of the availability of space get the required room in the body and suitable body lines. If the subject is given proper thought it will be found that this is not entirely necessary. A large car, that is, one of long wheelbase and large body, does not necessarily have to weigh more than a short car. The public demands a lot for its money and size always will be a desirable factor. There is a certain attachment for small vehicles by a certain class, but that class could readily be converted to the ideas of the others, if the large cars equal to the largest of today were as light in weight, as flexible and economical to operate as the smaller ones. This question of added room as here inferred should not be construed as meaning that space should be wasted, for this is far from being the thought impressed. If the designer can use the available space to the very best advantage, as is the case now in a few cars, then the chassis will be that much lighter."

Light Weight One War Lesson

One of the lessons the war has taught us is the tremendous importance of light weight. This lesson Nordyke and Marmon Company knew years ago. It is driving our competitors to something they tried hard not to admit. Nothing mysterious in the way of engine design has been learned from the war. About all we have learned is how to manufacture better motors, fit bearings better and increase the efficiency of both production and inspection. These things will be reflected in our cars from today on.

Don't expect a new model to revolutionise the world overnight. The war taught us no such lesson. No better proof could be evidenced that even Europe has developed no startling advance than the fact that the French Government ordered nearly 300 Marmon 34 touring cars and limousines for the use of her army staff. These cars are being delivered to them today, and deliveries will not be completed until some time in April.

NEW HUDSON BODY TYPES ARE NOTABLE SURPRISE

All The Year Around Utility Of The Super-Six Is Emphasised

"The Hudson Super-Six, always noted for its individuality, is providing visitors at the Automobile Show this year with some notable surprises in new body creations of greater beauty and utility than ever before," says H. S. Houpt of the Hudson Motor Car Company of New York today.

"The daintiness and luxury of the cabriolet, the smartness of the four passenger coupe, the utility and comfort of the limousine and touring limousine and sedan are shown to best advantage beside the richly finished, cosey and speedy looking four and seven passenger phaetons.

"Its mechanical perfection having been thoroughly demonstrated during the past three years by more than 60,000 owners, the chassis is unchanged except for very slight refinements which add comfort and convenience in driving. Hudson, the largest builder of fine cars in the world, is also the largest builder of inclosed body types, and, in fact, was a pioneer in this development, which has made the automobile even a greater necessity and convenience in winter than it is in summer.

"The fact also that Hudson design and mechanical excellence has been so standardised that there have been no radical changes for years, and that a Hudson car built six years ago is still modern and up to date in appearance is of the greatest importance to the owner. Because of this policy Hudson used cars command the very highest prices and are always in demand.

"It was only a few years ago when every automobile was a 'one lunger' —that the first touch of frost drove every car into winter quarters. Today every Super-Six is built to afford full protection and comfort in any kind of weather.

"This policy has been one of the most important factors in taking automobiles from the list of things classified as 'luxuries' and making them an all the year around necessity."

Fine 5,266 Speeders In New York Courts

Pay $147,671 In Greater New York In Eight Months

Compiled from records in Secretary of State Hugo's office, it is revealed that in Greater New York between January 1 and November 1, 1918, 5,266 persons were nabbed for speeding and fines aggregated $147,671. In default of fines 171 persons were committed; 203 were committed without the alternative of a fine, while 925 drew suspended sentences.

The report of the State Troopers made to Mr. Hugo shows that out of 1,786 persons arrested last year by the troopers for violations of the motor vehicle law 1,669 convictions were secured. More than 700 motorists were arrested for driving without proper plates and 295 were apprehended for reckless driving. The convictions numbered 284.

CHANDLER OUTPUT GROWS

Contracts Made For 1919 Sets Record For Company

January has been a busy month at the general offices of the Chandler Motor Car Company in Cleveland. The sales department was moving along at full speed, for it was the contracting season. As for several years past Chandler distributors came from coast to coast to renew their contracts for the coming year for the sale of the Chandler Six.

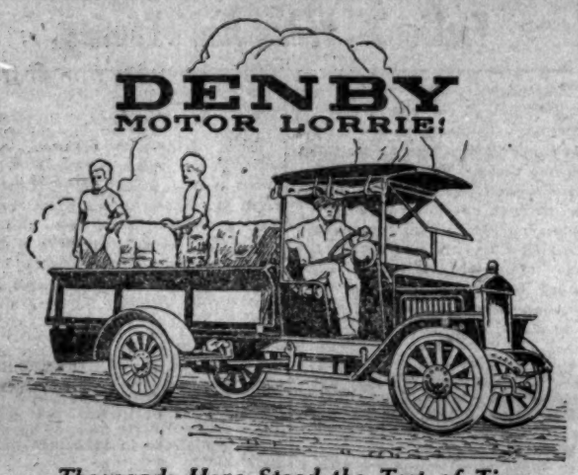
"Contracts covering the largest production in Chandler history were arranged in three weeks," says Sales Manager James Dunlap of the Chandler Company. "It's going to be another big Chandler year and our distributors know it. Our re-establishment of the old $1,795 list price retains for the Chandler all its leadership."

The Chandler line for this year includes the big seven passenger touring car, the Despatch Car, seating four, the four passenger roadster, convertible sedan, convertible coupe and limousine, each of these various types of body being mounted on the same Chandler chassis, distinguished for its great motor.

AN ACCURATE SPEEDOMETER

Operating from one of the front wheels, the Cadillac speedometer is accurate, because it takes no account of rear wheel slippage or rear tire oversize, due to the non-skid tread. The front wheel drive is in line with the law in many States which requires that taxicabs be equipped with a front wheel meter drive.

DENBY MOTOR LORRIE!



Thousands Have Stood the Test of Time

THOUSANDS of lorries turned out by the Denby factory without a single complaint of an imperfect one—a record that speaks for itself. The designers of the Denby built to stand the test of ages. Changes may have crept in here and there, but the basic idea stands out boldly, a monument to its builders.

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CADILLAC FIRST CAR TO CROSS THE RHINE

Follows German Rear Guard Over Stream Seven Days After Armistice Begins

New York, February 2.—Word of Cadillac achievements during and after the war continues to come from the other side. The latest news of this sort is that so far as can be learned the Cadillac was the first motor car of the Allied armies to cross the Rhine after the armistice had been signed.

The letter is from Lieut.-Col. George H. Johnson, deputy director of timber operations in the Canadian Forestry Corps with the British Expeditionary Forces.

Crossed At Alt Briesac

In addition to detailing the trip into and out of Germany, the letter recounts some of the officer's previous experiences with the Cadillac. Lieut.-Col. Johnson writes, under date of December 18, to the Cadillac Company:

"I send you herewith two photographs showing the first Canadian motor car to reach the Rhine, viz, Cadillac 44,582.

"I also have reason to believe that this was the first car of any of the Allied armies to cross the Rhine having reached Alt Briesac via Colmar, on November 18, seven days after the armistice was signed. The Rhine was crossed at Alt Briesac, after the rear guard of the retreating German army. The whole adventure was always risky and at times delicate. The return was made to Alsace via Strasbourg, Colmar and Muelhouse on the Swiss border. France being entered by way of Belfort.

"I believe you will be interested in the performance of this Cadillac. It has carried myself and officers for the last two years over nearly the whole of France. Its performance in many ways has been remarkable. We succeeded in getting over 11,000 miles out of the first set of six tires; the tire mileage has always been consistently good; its gas consumption has been low.

No Delays In Two Years

"We have never broken anything or have I once been delayed on the road in two years running, much of this over front line roads badly torn up by heavy shell fire and motor transport.

"A great deal of the success of this particular machine was due to Staff Sergeant Frank Bourner, a most expert and skilful driver and mechanic. I have owned several cars and driven many, but I feel that Cadillac 44,582 is the premier road machine of them all. When the demobilisation is complete I shall turn this machine in to army stores with a feeling of regret.

"Speaking as an engineer and an old motorist, I should like to congratulate the engineers and designers who turned out a perfected machine such as Cadillac 44,582.

"In conclusion, now that this job is done, those of us who are left view with a rather quiet and sincere relief the prospects of once more returning to Canada and civil life."

Tells How Racing Helped To Develop Motor Car Design

Played Large Part In Bringing About Improvements, Says Head Of Hudson Company

"Few people realize the important part that racing and contests have played in the development of motor car design," says Harry Houpt, president of the Hudson motor car company of New York.

"Yet, if it had not been for the Gordon Bennett and Vanderbilt races the motor car would never have proven half so efficient a vehicle of transportation as it is today.

"I came into the automobile trade in 1904, and it is now nearly fifteen years since I first took charge of the Thomas Flyer sales in this territory.

"The sale of motor cars was just beginning to boom at that time, but I quickly saw that if the cars were not improved the demand for them would be short lived and limited.

"Realising this I not only got the Thomas factory to enter contests, but entered cars myself in local twenty-four hour and in shorter dirt track races around New York.

Thomas Car Wins Big Race

"This culminated in the Thomas car winning the around the world race conducted by the Paris Matin and the New York Times. All in all the Thomas won forty-one first and twelve second and third prizes out of sixty-nine starts.

"The experience gained in these contests was invaluable had the Buffalo factory followed it up, but they allowed other people to cash in on their experience, which, however, has nothing to do with the merits of racing.

"Later when I had charge of the American Locomotive Company automobile branch I entered the Alco car in whatever races I thought it had a chance in, and incidentally the Alco car, with the late Harry Grant at the wheel, won a Vanderbilt cup race and our experience enabled us to improve greatly the design of our cars and taxicabs. The latter, by the way, acknowledged to be the best of their time and generation.

"When I had the distribution of the Lozier car I followed the same policy and saw the Lozier finish one, two in one twenty-four hour race, and not only win numerous short races, but greatly improve its design. Financial and factory difficulties alone prevented the Lozier people from cashing in on their experience.

"The makers of the Hudson-Super-Six from almost the first took an active part in racing and two years ago smashed almost every record on track, road, beach or hill climb from one mile up to 1,800 miles and cars of every make, price and power from Ormond Beach to Pike's Peak had to take their dust.

Aided Motor Improvements

"If the sole object of these contests had been simply to win prizes they would have been of little value, but the makers of the Hudson Super-Six and their engineers had their cars to the ground and as a result of their experiences many improvements were incorporated into the wonderfully efficient small piston displacement motor of the Hudson Super-Six.

"As a result of their experiences, gained in contests and races, the Hudson engineers were not only able to produce a more effective motor than any engine that has been developed, but it also enabled them to reduce the weight of the car considerably and produce a far more efficient and economical car generally.

"The experience gained by the Hudson engineers in producing the remarkable Super-Six motor was utilised by them in turn in the design of the New Essex car, which, when price and everything else is considered, I regard as the most wonderful and efficient medium priced car in the world today.

"Up to the advent of the Hudson Super-Six car excess power, riding comfort and luxurious upholstery were associated with the more expensive and heavier types of cars, but all these radical changes of lightweight and comfort were brought about as the result of racing, and they are still further realised in the design of the Essex car, which comes nearer being the ideal lightweight car of quality than any other machine I have ever seen or ridden in."

Grant G. $50,000,000 For British Highway

Grants amounting to £50,000,000 will be distributed by the British road board for the reconstruction of roads and bridges in England in 1919. Demobilised army units will be used to do the labor. United States highway authorities will be required to match this appropriation by at least as large a program of road work as they carried out in the year before the war. Area taken into consideration, England's program is thus far in excess of that of the United States, including both Federal aid and State funds.

TWO LIBERTY MOTORS IN THE PACKARD EXHIBIT

Engines Attracting Much Attention At The New York Auto Show

New York, February 2.—Two Liberty motors, in full working order, are displayed at the Packard Motor Car Company of New York's exhibit at the automobile show. Both are brand new, just from the Packard factory, where they were designed and built, and brought here especially for this exposition.

A dominating engine is the Liberty, attracting instant attention, not only by its size, but by its beautiful proportions. It suggests at first glance the tremendous power that made it the queen of engines for the huge daylight bombers with which the American and Allied armies were blasting the enemy's stores and communication lines off the map in the two months preceding the armistice.

With a view of the Liberty itself, the exhibit presents a pictorial history of how the Liberty motor came to be. Everybody remembers how the Liberty was for months "the mystery motor.' Claims and counter-claims were made about it; Congress and the President investigated it several times; finally Senator Hitchcock of Nebraska arose in the Senate and said: "The Liberty motor is the Packard motor."

The pictorial review of the Liberty's evolution establishes its right to a place in a Packard exhibit. The first photograph shows the first twelve cylinder aviation engine made in America, designed and built by the Packard in November, 1915, a year and a half before the United States entered the war. Next appears the Packard "905," built to the scale of military requirements. Then the Packard "905 No. 2," built with the first all steel cylinders. Between this Packard "905" and the Liberty there is so little difference that the casual eye would note no distinction. The similarity extends from such large principles as the twelve cylinders and V type down to the details of cam shaft rocker arms.

It was this Packard second "905" that J. G. Vincent, the designer of the Liberty motor, took down to Washington in May, 1917, to submit as the standard aviation motor for the American air forces, and it was on this Packard engine that he based the design of the Liberty.

The first Packard aviation motor is still in commission, serving as the power plant of the racing chassis in which Ralph de Palma has set up new world's records for all distances from ten to 600 miles. The second one also is in a racing chassis, and, driven by Willard A. Rader, has the record for all distances from one to ten miles, at 130 miles per hour. It hasn't records for longer distances, because nobody has been able to make tires that will stand up to such speed for more than a few miles.

NEW ROAMER BODY PLANT

Custom 'Jobs' To Be Turned Out In Kalamazoo

The Barley Motor Car Company, Kalamazoo, maker of the Roamer cars, announces the addition of a custom body department to its factory. This will enable the company in the future to make all its roadster bodies, as well as special open and closed jobs.

Roamer closed cars are made in eight models, and the line is one of the most attractive in America. Not only are the body lines exceedingly graceful, but the interior finish is worthy of special commendation. The highest grades of leathers and motor cloths are used exclusively in the trimming. The establishment of this body department will tend to make the Roamer more and more the custom made car it is designed to be. The most exacting demands in finish can be furnished without argument.

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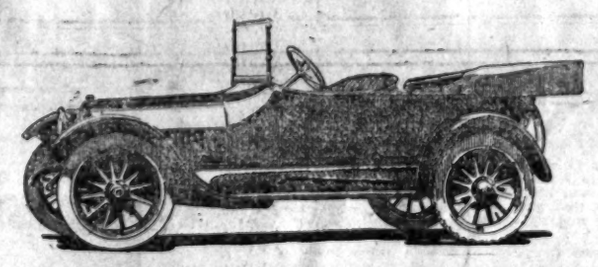
Motor Cars



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The Story Of The Liberty Motor

A Consideration Of The Origin And Evolution Of The Liberty Airplane Engine—Men And Organisation Which Contributed To Perfecting This Remarkable Mechanism

(*From Motor*)

At last the lid is off. After eighteen months of unjustified hopes, of disappintment, of assertion and denial, of commendation and censure, of plaudits and recriminations, Americans, now that the war is over, are privileged to know the unvarnished truth regarding their aeroplane campaign, with its marvelous accomplishments and its inevitable temporary failures. And after all these months of doubt and anxious waiting the American motoring public will be rejoiced to know that its own particular pet, the Liberty aeroplane engine, is universally conceded to be one of the miracle productions of the war.

When we entered the war in March, 1917, there was an immediate and insistent demand that we should make our presence felt in the air. It was palpably a long time before we could hope to get enough trained troops on the ground to become a major factor in the trench fighting that then held sway. But it was figured that the great American automobile industry, which had carried quantity production to greater lengths than anything dreamed of in Europe could, so to speak, stamp us out a fleet of aeroplanes that would fairly sweep the Huns from the skies and by the same token swamp the German cities with an almost unceasing rain of high explosives.

To the unitiated this seemed an entirely simple program. Surely factories that turned out hundreds of thousands of automobile engines, chassis and parts could simply transfer their operations to aeroplane building, and with little, if any, delay begin turning out great fleets of these cruisers of the air, wherewith to make life miserable for the unspeakable Hun. A favorite headline for the newspapers became "One Hundred Thousand Aeroplanes for America by Next September," or next Spring, or whatever date the fanciful gentleman behind the type font chose to use. The general public became altogether too optimistic in regard to the imminent numbers and power of the American air fleets. Unhappily this overconfidence bred a later depression, when hope deferred brought its inevitable reaction, which went far to damn reputations that should have been assured and to cause censure of persons guilty only of honest effort in the face of almost insuperable obstacles.

None Optimistic Of Program

No person in a responsible position shared the early feeling of excessive optimism as regards the aircraft program. They realised only too well the enormous task that confronted the automobile industry before it could hope to transfer its efforts from automobiles to aeroplanes. They knew what it meant to change machinery from one type to another radically different. They knew the mountainous mass of detail that would have to be moved before even the resourceful automobile industry could hope to change its whole effort into a new channel. In short, they knew that it was a question of many months before the industry could hope to effect its transformation and begin to produce aeroplanes on a quantity basis, in spite of the fact that newspapers and the general public were allowing them only weeks to accomplish the transmogrification.

Nevertheless, these men who had been called upon to win the war form the air had faith that the American automobile industry, if it were given a fair chance, could apply quantity production methods to aeroplane manufacture. And please remember that this conclusion was based purely on faith in the industry. Quantity production of aeroplane engines had never been achieved by any other nation. The British Rolls-Royce aeroplane engine, the finest example of this type of power plant in existence and the only one in the class with our Liberty motor, has never been produced in quantities greater than fifty-nine per week.

Shortly after we entered the war Howard Coffin, former executive of the Hudson organisation, was placed in charge of the aviation production and equipment department of the government. Mr. Coffin called Edward Deeds, long noted in the automobile accessory field, to his aid, and one of the first steps taken was to send to Europe a commission, including Major Howard Marmon of the Nordyke and Marmon organisation, Lieut. Colonel V. E. Clarks and others. This commission was instructed to study the aeroplane situation abroad and report on the possibilities of adopting some foreign engine for American production. The upshot of it was a report that the Rolls-Royce and Lorrian-Dietrich were the best foreign engines, but that for certain reasons neither was adapted to American quantity production methods. It was evident that a typically American engine would have to be devised, which practically meant building from the ground up.

The situation in this country when those responsible for aeroplane production came to survey it could scarcely have inspired them with any very rosy hopes of immediate success. Our aeroplane industry, *per se*, was almost non-existent. The Packard Motor Car Co. had for about two years been engaged in developing an aeroplane motor which had been used in a racing car by De Palma with eminently satisfactory results. The Hall-Scott Co., at Berkeley, Cal., had been producing aeroplane engines and general equipment for several years. The General Vehicle Co. was producing the Gnome 110 horse-power engine for the use of the allies. The Wright-Martin Aircraft Corp. was just beginning production of an Hispano-Suizn 150 horse-power engine, also for the Allied governments. The Curtiss organisation had done much work. And this was practically all the foundation on which the aircraft board had to build to justify the extravagant hopes of our uninitiated general public.

Call Packard Man

In this condition of affairs the men at the head of aircraft production called to Washington J. G. Vincent, vice-president of engineering of the Packard organisation, who had been in charge of its aeroplane engine development activities, and E. J. Hall of the Hall-Scott Co., who had the benefit of actual aeroplane building experience and who had also been in Europe studying the aeroplane engines in use by the Allied armies.

On May 29, 1917, Vincent and Hall started to design an all-American aeroplane engine, to develop approximately 200 horse-power with eight cylinders and 300 horse-power with twelve cylinders. The design completed, the drawings were sent to the Packard factory in Detroit, where work was at once begun on the various parts. On July 4, 1917, a complete eight cylinder engine was set up in the Bureau of Standards in Washington and performed satisfactorily.

As invariably happens in the development of any piece of high-grade machinery, experience showed the necessity for changes of various sorts in the Liberty motor. After some 500 of the original model had been completed word came that instead of the 300 horse-power demanded of the twelve-cylinder model something over 400 horse-power would be necessary. This meant a strengthening of many parts, crankshaft, connecting rods, bearings, etc. Also metallurgical specifications had to be altered to meet the changed conditions of operation. The increased power of the later Liberty engine model brought up the weight, so that instead of the 785 pounds of the engine when it developed 330 horse-power, it became 860 when it developed 440 horse-power.

In spite of all the inevitable delays, engineering and constructional, when the aircraft authorities on May 29, 1918, came to sum up what had been accomplished it was found that more than 1,100 twelve-cylinder Liberty engines had been delivered into service. From that time on, the foundation having been solidly laid, the record of production of Liberty engines rose steadily. In October, 1918, more than 5,000 of these power plants were produced. If the war had lasted into 1919, in April of that year the production of Liberty motors would have exceeded 10,000.

22,500 Engines Ordered

The original estimates of the needs of our army and navy indicated that 22,500 Liberty engines would be needed. The aircraft board therefore placed orders for the engines as follows: Packard, 6,000; Lincoln, 6,000; Ford, 5,000; Nordyke and Marmon, 3,000; Buick-Cadillac, 2,000, and Trego, 500. Later estimates placed our own needs at more than 50,000. Then the Liberty motor was taken abroad and demonstrated its value under service conditions and our Allies promptly came into the market with generous orders. At the time the armistice was signed orders had been placed for more than 95,000 Liberty engines.

To have accomplished the building of such a production as the Liberty motor is a remarkable feat in itself. To have achieved quantity production of such a product in a scant year of time is an achievement that no other manufacturing entity but the American automobile industry could have placed to its credit.

Under such circumstances it was perhaps inevitable that there should be an attempt to distribute laurels and apportion credit for the distinguished achievement represented in the production of the Liberty aeroplane engine. And equally inevitable is it that there should be more or less doubt and confusion as to the exact share of honor that should fall to each of the many contributors to the great end. Fortunately there is honor and to spare in such an achievement, so that no contributor need be robbed of his just due.

To the Packard Motor Car Co. we are indebted for much preliminary work and experimenting. This organisation instituted an aeroplane engine division some two years before we entered the war and devoted strenuous efforts and large sums of money to developing a power plant for aviation work. Later when the creation of the Liberty motor was impending, J. G. Vincent of the Packard organisation was called to Washington and with E. J. Hall of the Hall-Scott Co., designed the orginal engine. Thus the months of Packard effort and experience were fused in that primal Liberty motor, contributing materially to making it the magnificent mechanical fabric that it later became.

As a matter of fact the Liberty airplane engine, as is the case with any perfected mechanism of this sort, represents the ultimate attainment of a long process of evolution. Analysis will show that the Liberty engine embodies the ideas and originations of a score of different men and organisations. It did not spring a new and complete mechanical entity from the brain of one man or the brains of one organisation. It was a new engine in the sense of being a new adaptation of mechanical principles evolved by many minds during many years of experiment and use.

In this connection it was rather unfortunate that an employe of the Packard company should have taken it upon himself to make remarks that appeared to appropriate to the Packard organisation exclusively, credit for the production of the Liberty airplane engine, which, of course, belonged to all the many contributors and not to one, even so important a one as the Packard Motor Car Co. It was at a dinner of the Sphinx Club, held at the Waldorf-Astoria in New York on March 12, 1918, in the course of an after-dinner speech, that Emlen S. Hare (at that time president of the Packard Motor Car Co. of New York, the Packard dealer organisation in the metropolis), modestly informed his audience that "the Liberty aviation motor is the outcome of three years of Packard work and some half million of Packard money." Continuing, Mr. Hare blandly affirmed that in spite of the great work done by the Packard organisation and the goodly sum of money spent, "we withdrew our name from this motor and with all designs gave it to our government because they felt this would be best for the furtherance of their war plans."

The Controversy Opens

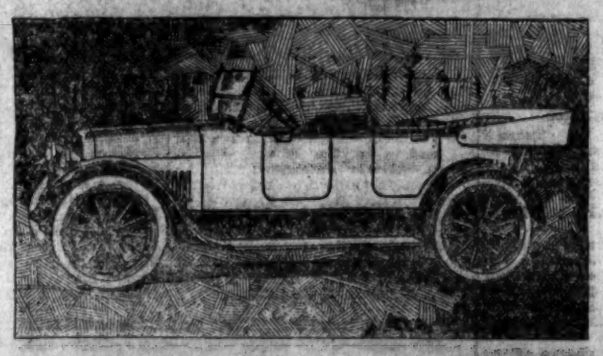
No sooner had the public prints carried this interesting information to the general public than the Cadillac dealer in New York published in the newspapers of the metropolis an advertisement offering to donate $10,000 to any charity that might be named if the Packard Company could prove Hare's claim that the Liberty motor was the Packard motor. Of this deft the Packard organisation has never taken any notice.

Mistake us not, the Packard organisation is entitled to our undying thanks for its very real contribution toward making the Liberty engine the wonderful mechanism it is now acknowledged to be. We can never forget that the Packard organisation spent great sums of money in experimenting with airplane engine design and gave freely of its skill and equipment in development work even before we entered the war. We can never forget that the Packard aviation engine furnished part of the foundation on which the superstructure of the Liberty engine was erected. But on the other hand, we must not forget the other men and companies outside the Packard organisation that contributed to the great achievement. That Colonel Jesse Vincent of the Packard Company sat in at the birth of the Liberty engine does not preclude our remembering that E. J. Hall of the Hall-Scott Co. was actively identified with the same interesting event.

However, controversies of this kind have a way of clarifying the situation around which they rage and in the end work out to the benefit of truth. And now today we know the inside story of the building of the Liberty airplane engine. Colonel Jesse Vincent and the Packard Company will both receive their generous share of the laurels and so will E. J. Hall and the Hall-Scott Co., with the long list of silent partners, inarticulate now, but who have nevertheless contributed materially to the production of this aviation engine, which had so much to do with making the Hunnish "cause" finally untenable.

It would be impossible to conclude any story of the building of the Liberty aeroplane motor without referring to the exoneration of Colonel Jesse Vincent, whose readiness to answer his country's call and cut official red-tape placed him in the position of being accused of irregularities. True, these were merely technical breaches of certain departmental rules, but the position was scarcely pleasant for a man who much have felt that he deserved better of his country than accusation. However, President Wilson settled the status of the case by quashing any proceedings against Colonel Vincent, calling attention to their technical character and lauding his services and referring to the disinterested nature of his answer to the country's call.

Studebaker



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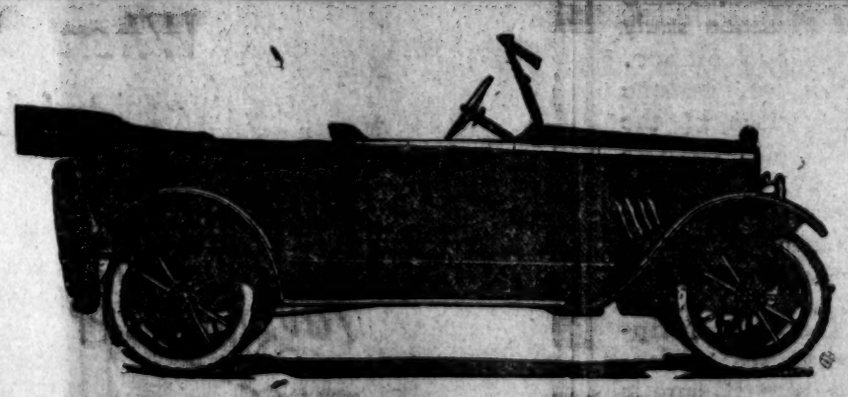

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Eddie Rickenbacker, Auto King And Leading American Ace

With the return to this country of Captain Eddie Rickenbacker, American motordom has thrilled with pride, delighting to honor its favorite soldier hero, the ace of American aces, with twenty-six Hun planes to his credit and a record of gallant service unsurpassed in the chronicles of the great war. But honors are no novelty to Captain Rickenbacker, to whom has been awarded practically every medal and decoration within the gift of the American and foreign governments. Surely any chest might be pardoned for expanding somewhat to accommodate this glittering collection of gold and enamel, but through it all this heroic youngtser has preserved the poise for which he has always been noted and he remains today the same quiet, modest, unaffected "Rick" that we knew in the days before the call of Mars came to drag him from his brilliant career as a master pilot of racing motor cars to write his name in golden letters in the pages of history.

Rickenbacker's military career began practically as soon as America was hurled into the great cataclysm. When on that Easter Sunday of 1917 President Wilson's fateful declaration of war on Germany rang around the world, Rick was in Europe trying to buy some racing cars for the approaching summer campaign. Instantly he returned to America and volunteered his services. First he tried to raise a flying squadron from among the racing drivers whose training fitted them so peculiarly for the work. He failed in that, but only a few weeks later we find him in khaki, with the chevrons of a top sergeant and on the transport which was carrying General Pershing to France. Rick had been selected to act as General Pershing's driver.

For most men, driving the commanding officer of the American Expeditionary Forces would have been enough of glory. But not for Rick. Only a few weeks had passed when the news came to us that he had been transferred to the aviation service. And we who knew him best, knew his lion's heart and his consummate skill, sensed something of what was to come.

Summer, fall and early winter passed and Rick's name had dropped out of the papers; he had become merely a student aviator, knuckling down to the learning of his future craft. Then, with the coming of the new year, the old familiar name reappeared in flaming headlines. "Lieutenant Rickenbacker Downs His First Hun," we read, not with surprise because we knew it was inevitable. We simply settled back in our places and waited for the drama to unfold.

Nor was it long delayed. Two—three—four—five; Rick's victories came with almost monotonous regularity and within the month of his entrance on active flying he was an ace, the second aviator in the American service to reach that category, and had been decorated with the Croix de Guerre, by grateful France. We read of the wonderful record our gallant ace was making as a rescuer. Never was a comrade in his sector beset by a flock of Fokkers or Gothas, but Rick dashed in to the rescue, never stopping to consider the odds nor the fact that he would in all probability receive no credit for machines downed under such conditions. The list of his rescues is monumental and if the planes he downed in these melees could be added to his aknowledged record of twenty-six; his total would be still more impressive.

Suddenly, in the full tide of his glorious success, there came a sudden eclipse of the name Rickenbacker in the news. At first we feared he had gone the way of many other gallant boys, but finally the news sifted through that Rick was in hospital, his ear-drums split as a result of a 6,000-foot fall, when the tip of one of his machine's wings had been carried away by a Fokker in a battle wherein the odds were three to one in favor of the Huns.

It is only recently that we have learned that at that time Rick was twice adjudged incapaciated for further flying, was ordered home by a medical board and was destined to be honorably discharged from the service. But the nearest he got to the United States was the headquarters of General Pershing in Paris. That grim fighter ruled that even if Rick couldn't hear the Fokkers coming for him, he could see them and he could still sight a machine-gun. So back to the fighting front went Lieutenant Rickenbacker and very soon his mounting toll of Huns justified the judgment of the commander of our armies in France. Six—seven—eight—nine—ten, ran his score in almost as many days. His commanding officer cited Rickenbacker for the Distinguished Service Medal for one of his exploits. The next day he surpassed the original exploit, and on the second day another even more spectacular "stunt" added two palms to the medal, which was hastily presented before it had grown to a miniature grove of palms.

When the signing of the armistice on November 11 brought the greatest war of all time to a conclusion, Edward Rickenbacker had been raised to the rank of captain and was in command of the ninety-fourth pursuit squadron, the only pursuit squadron assigned to accompany the American Army of Occupation into Germany. As the American ace, leading in point of numbers of enemy machines brought down, Rick was given the honor of making the last flight over the enemy lines. He ascended shortly before the official end of the war and firing the last 800 rounds of machine-gun ammunition into a Hun supply convoy on its way to the front, scattered it in terrified confusion. So ended the great war.

The man who knows Eddie Rickenbacker probably better than any other once summed up his character by calling him a "safety-first fatalist." Volumes of analysis could not give a clearer insight into his character. He never has hesitated to take chances because he believes that when he is due to "get it," "it" will come. But he refuses positively to have that fateful moment created by carelessness or neglect. When he was driving racing cars he achieved a reputation as a dare-devil, but he never took one of those risks without knowing that his car was absolutely right to the last bolt.

In the greater game that the played with such magnificent abandon, the same held true. Whenever he rose into the air the spectators knew that they were in for thrills and the Huns learned that they were in for thrills of an even more intimate nature. Since the armistice we know from German fliers that they had been ordered never to attack Rickenbacker unless they were at least three to one.

During the time that Rick was learning to fly, his comrades occasionally criticised him for taking unnecessary risks with his plane and his life. They told how after he had mastered the art of flying he turned his attention to his machine-gun and mastered that as well. He taught himself to shoot from every conceivable angle and in every position. He was not satisfied with becoming an expert machine-gun marksman, he learned the mechanics of the thing. He would purposely jam his gun when flying at high altitudes so that he might learn to repair it while flying 125 miles per hour. "We were inclined to think that Eddie was overdaring at that time," writes one of his associates, "but now we realise that fewer American aviators would have lost their lives in France had they been as thorough as he." Safety-first fatalist indeed; he simply refused to acknowledge the factor of chance.

The old saying that the "child is father of the man" is confirmed by the career of Eddie Rickenbacker. He was born of Swiss parentage in Columbus, O., right opposite the old race track, so that the speed fever may be said to have gotten into his bones in infancy. During the years when Barney Oldfield, Louis Strang and their fellows were burning up the dirt tracks in hippodrome races, Rick was a devoted follower of the sport. He studied the game and believed that he could excel in it, if his chance ever came. The chance came, but his was no instantaneous rise from obscurity to fame. It was destined that Rick should plod methodically, from the bottomlands of comparative obscurity to the peaks of popularity. Although he rode as mechanician on the old Fraver-Miller in the 1906 Vanderbilt Cup Race and gained some local fame in Nebraska and Iowa on the dirt tracks of the Corn belt, it was not until July of 1914 that Rickenbacker scored a victory of any consequence, winning the 300-mile event on the gumbo dirt track at Sioux City with a Duesenberg. He proved himself a glutton for punishment and gained a reputation for daring in this contest, the course being furrowed like a ploughed field soon after the start and clods of sun-backed earth thrown up by the speeding cars, bruising and cutting the faces of the drivers and breaking their goggles.

Such was Eddie Rickenbacker's baptism by fire; under such conditions he rode to his first triumph of note. Inside of twelve months he was ranked with the stars of the racing firmament, winning three speedway events in 1915 and being Dario Resta's most dangerous rival for the championship that season. His victories at Sioux City, Omaha and Providence and a third in the first annual Derby at Chicago, where his Maxwell was the first American car to get the checkered flag, netted him $24,000 in prize money and gave him national fame in the realm of motorised speed.

In the sensational and desperate struggle for the speed title in 1916, Rickenbacker finished third with a total of 2,910 points, winning three of the fifteen championship events—the Metropolitan trophy race at New York, the Tacoma Montamarathon and Los Angeles' Ascot Derby—and flinging a menacing challenge at the invincible Peugeots of Dario Resta and Johnny Aitken with a car that never measured up to Peugeot speed. What the Maxwell lacked as a time destroyer, its resourceful and determined driver made up with daring. Time and again he overcame heavy odds and triumphed when it seemed that he was hopelessly outclassed. Although his white mount never was rated better than 100 miles per hour, Rickenbacker covered the 250 miles of the Astor Cup race at an average of 102.9 miles per hour and lost to Aitken's Peugeot by only one minute and thirteen seconds.

The under dog of the field, Rickenbacker, was as great in defeat as were Resta and Aitken in victory. To make even a creditable showing he had to drive harder and take more chances than either of the Peugeot pilots. He was always under fire, but he never quit until his car failed him utterly, as it did in eleven of the nineteen races in which he competed last season. In the feature event of the fall meet at Indianapolis he fought Aitken's Peugeot hood to hood for thirty-nine of the forty laps pitting his daring against Peugeot speed. The spokes of two wheels either had been loosened or lost and he flirted with accident and death each time he went into a turn, one wheel finally breaking under the terrific strain on the final circuit of the course and ending one of the most spectacular speed duels in the history of automobile racing.

This is the stuff of which Rickenbacker is made, and you can't keep such a driver down. In automobile racing circles there is the belief that Rick would have been the champion of 1917 had he not retired from the game and responded to his country's call for fighting men. In volunteering for military service he sacrificed what looked to be a golden opportunity to achieve his fondest ambition, an ambition to be the premier American driver.

Eddie Rickenbacker has dignified automobile racing. To his chosen sport he is what James J. Corbett was to boxing—the gentleman, quiet and modest, courteous and refined. Since he neither drinks nor smokes, his personal habit would receive the unqualified endorsement of William Jennings Bryan and Lucy Page Gaston, yet he is not a mollycoddle by several parasangs. His is not the spurious fame that emanates from the scheming brains of press agents. The publicity he has received he has earned three times over by his matchless driving.

"He is kind to his folks," is a tribute often paid to sporting celebrities, and Eddie Rickenbacker's love for his mother is his finest quality. In his hour of triumph his first thought is of her. This was emphasised at the championship banquet tendered to the winning drivers of 1916 by the contest board of the American Automobile Association at Chicago. Rickenbacker was unable to attend, having sailed for Europe the month previous, but in a letter of greeting and thanks he made the request that his $2,500 share of the Bosch and Goodrich purses be sent to the little gray woman who brought him into this world.

There is a place, too, in the big Rickenbacker heart for the drivers, mechanicians and pit men who have labored with Eddie and aided him in the attainment of his ambitions. Although he demands of them the utmost efficiency and is classed as a strict disciplinarian, he is their pal and loyal to his subordinates. They, in turn, have been just as faithful, slaving for him in the hope that he would win and taking his defeats to heart when the luck of the race went against him. He inspires in them determination and confidence and they are ready to go the limit for him, no matter how heavy the cost.

When he was captain of the Duesenberg team in 1914, Rickenbacker had only seven silver dollars with which to buy food for himself and five men three days before the Sioux City race, yet there were no words of complaint muttered in his camp.

"We may be eating free lunch today, but after the race we'll all be ordering beefsteak without looking at the bill of fare to see how much it costs," he told them.

And he made good his promise. When he started the three hundred mile drive there was more at stake for him than prize money and a reputation. He had to win in order to buy meals for his loyal men who had lived on half rations and looked upon him as a Moses that would lead them to the promised land of prosperity.

Eddie Rickenbacker believes that he is his "brother's keeper."

"Call Pete in; I'm going to take his car," Rickenbacker said to his pit manager in the early stages of the 1916 Indianapolis race when Henderson, his protege and former mechanician, was running in fourth place. "Pete's never driven this track before and it's getting slippery with oil. I'm afraid he'll get hurt if I let him go on."

In relieving Henderson, Rickenbacker knew that he would be criticised. He had broken up his own car and his youthful team mate looked to have fourth money clinched. Yet to save the boy he had brought into the racing game from possible injury or death, Eddie made himself a target for unkind and slurring remarks.

There is no more careful, methodical and exacting driver in the racing game than Rickenbacker. In preparing his cars for a race there is no detail too small to be overlooked. Motors are torn down and inspected for the slightest defect, and wheels and tires thoroughly tested, even though this work means the loss of sleep. He is ready to meet every emergency, no matter how remote. He has in his pit sufficient spare parts to build another car. In his garage, time and energy are exceedingly precious. There are no lost seconds and no lost motion. So well did he have his mechanics trained in 1916 that they were able to change the motor, crankcase and transmission from one Maxwell to another in nine hours, a job that usually requires three days.

When he was manager of the Maxwell team he drafted a most complete and detailed book of rules for the guidance of his helpers. His pit men and mechanicians could not make a mistake if they followed his written instructions and no rule was broken a second time, for Rickenbacker punished the offender by making him commit to memory the entire code.

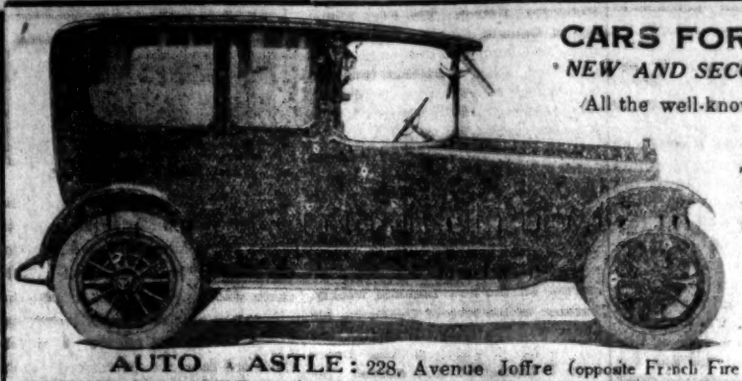
"Always conduct yourself as a gentleman. If you do not, you not only reflect discredit upon yourself but also upon automobile racing, the means by which you gain a livelihood," read one of Rickenbacker's rules.

"In case of accident, see that the victim receives the most expert treatment. Take him to the best hospital. Engage the best doctor. Don't spare expense. Money is cheap compared with a human life," ran another.

"Before the start of a race, get ready to ride instead of gossiping, fooling and playing to the grandstand," was a law he laid down to his mechanicians. "See that you have an orange and gum in your pockets and two pairs of goggles. Examine the car carefully. You can't go back for forgotten article or rectify mistakes after the starting bomb explodes."

"The public can't be damned. You've got to give them a show for their money or there will be no money for you," is another of Rickenbacker's axioms.

Who can say that Eddie Rickenbacker, ace of American aces, does not merit the honors that he now wears with exceeding modesty?



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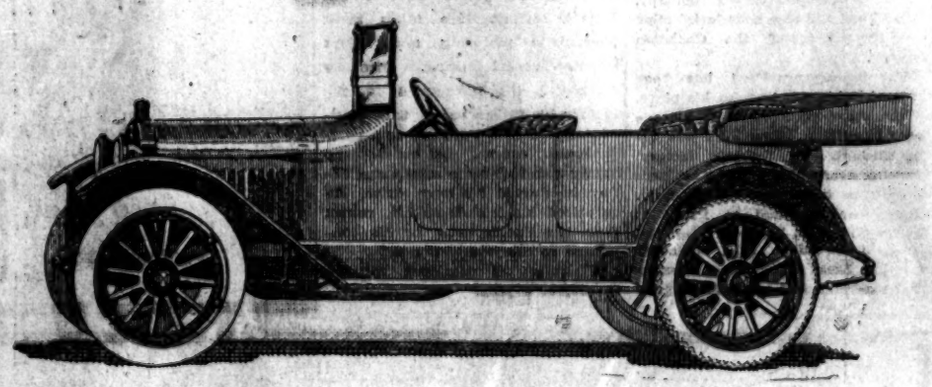

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When you purchase a Hupmobile you have the satisfaction of knowing that you have purchased a car which conforms to standards with which you are familiar. The best European practice in motor-car construction has entered just as much into the building of the Hupmobile as have the highest American standards. The makers have borrowed from Europe not so much to please their overseas patrons as to satisfy their own desire to adopt the best wherever they found it.

Power, Safety, Dependability, Performance, Comfort and Good Looks at Moderate Cost.

Hup Owners are satisfied owners: they write their views to the factory out of the fullness of their satisfied hearts.

THE 5-SEATER TOURING CAR

is equipped with electric starting and lighting system, five demountable rims, one-man hood, form-fitting hood cover, quick-acting storm curtains, special door curtain carriers, non-drip rain vision window-screen, speedometer, ammeter, foot and robe rails, exclusive Hupmobile tail light, variable dimmer on headlights, electric horn, jack, pump, and full set of tools.

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EXPORT CORPORATION IS FORMED IN NEW YORK

Automotive Products Co. To Enter World Markets With American Motors And Parts

The trade will welcome the news that a large organisation in New York has undertaken to open the markets of the world for the automobile industry upon a plan that is both scientifically and commercially correct. The new enterprise, Automotive Products Corporation, with offices in the Woolworth Building, is in the hands of men experienced both in the export and automobile fields. The President, Mr. G. W. McAteer, and the Vice-President, Mr. C. B. McElhany, of the new company hold similar offices in the American Steel Export Company which has become a big factor in the steel industry as a result of the enormous quantities of steel this company has exported during the last three years. The office of Secretary-Treasurer is to be held by Mr. C. A. Musselman, who is known to the automobile industry, having been closely identified with it for twenty years as treasurer and general manager of the Chilton Company. The General Manager of this enterprise is Mr. E. P. Chalfant, for twenty years prominently identified with the manufacture, marketing and exporting of motor products of every nature.

The Automotive Products Corporation realise that much of success of the automobile business is due to the service given consumers and will undertake to give the same service throughout the world for it is appreciated that only by safeguarding the interests of the consumer and dealer can the American manufacturer expect to dominate foreign markets.

To expertly supervise as well as to export automotive products is the object of this new enterprise and by becoming specialists and selecting only the best from the American market, the customers of the A. P. C. will always be assured of having cars, trucks, tractors, parts and accessories made by reliable companies whose products measure up to the high standard which has been set by the company's engineering board. The A. P. C. will not handle every line that is offered for export, inasmuch as manufacturers must first demonstrate that they have capital ample to properly finance their business and then must prove the merit of their products. This policy will be pursued to avoid sending to foreign countries any automobiles, trucks, tractors, accessories, etc., for which parts cannot be had due to failures of manufacturers who have not been well financed nor will there be shipped abroad goods which are not up to date or do not compare favorably with the best competing lines offered in this country.

The object of the A. P. C. is to not only sell the foreign merchant but to also serve him and thus establish a confidence which will result in a world wide demand for automotive products of American make endorsed by the A. P. C. By thus safeguarding the patrons of all countries throughout the world, the A. P. C. anticipates that within a few years in one line of trade at least it will be possible to see the "Made in America" stamp everywhere.

OVERLAND MODEL 90 DELIGHTS ITS OWNERS

Its Motor's Efficiency Due To Years Of Vast Experience Behind It

One of the greatest sources of satisfaction to the thousands of Overland Model 90 owners is its quiet, sweet-running, powerful motor. Many express surprise at the fact that it is possible to build a power plant of this character, so saving with gasolene and so consistent in performance in a motor car which sells for such moderate price.

"There are two reasons for our ability to do this," declared John N. Willys.

"In the first place this motor has a long pedigree. What I mean by that is that more than 600,000 Overland motors have been built and are running year after year in every imaginable class of service.

"This means that all of the experience gained in building those motors is back of the motor one buys today in Model 90. For the motors today represent the highest development in performance, accessibility, in dependability of all those earlier motors that have built up Overland reputation all over the world.

"We have had one standard in our entire manufacturing history—that is to build up an ever greater appreciation for our cars on the part of the public.

"Little by little, as the quality of gasoline has deteriorated, the efficiency of Overland motors has increased to offset it. Until now, with block cast cylinders and cylinder heads separately cast in one piece to permit more thorough machining; with large valve openings to insure quick, complete intake and exhaust; with intake passage within the cylinder casting to warm the vaporised gas, and with hot air attachment to more quickly and completely vaporised the gasolene the present low grades of fuel have no terrors for these Overland motors."

A Chip Of The Old Block

EDSEL FORD.

Edsel B. Ford, at twenty-four, is the executive head of the world's largest motor car plant. Although he is probably the youngest executive of the third largest industry in the United States, Edsel Ford is not inexperienced, and three years ago he had greater power than he has today.

When Henry Ford embarked on his "Peace Ship" in December, 1915, he give his son and heir power of attorney, that made him absolute master of the Ford millions. This made him the dictator of the Ford Motor Co., Detroit; The Ford Motor Co. of Canada, Ltd., Walkerville, Ont., and Henry Ford and Son, Dearborn, Mich. At that time the last named concern was just getting into quantity production of the Fordson farm tractor.

After his father's return from Europe Edsel Ford was elected vice-president and secretary of the Ford Motor Co. He became active head of the big plant in Highland Park, Detroit's largest suburb, on the first of December, when Henry Ford started on his new national weekly. Because of his love of Dearborn, his birthplace, Henry Ford bought the old weekly newspaper, The Dearborn Independent, and started his publication under that name in the suburb of Detroit. Henry Ford has carefully canvassed the publication field for months, and finally decided on a weekly of international scope. Not only will Henry Ford concentrate on the management of his publication and tractor plant in Dearborn, but he has editorial aspirations, and will edit a page every week in the publication. The editorial head of the new paper is E. G. Pipp, for twelve years editor in chief of the Detroit News.

While Henry Ford is leaving his son in full charge of the big plant in Highland Park he retains his office as president of the company. Edsel Ford will also have jurisdiction over the policies of the Canadian factory.

For many years Ford has been grooming his son to take his place. While other young men of his age were in college, Edsel Ford was going through his father's factory, learning every phase of the business from construction to management. Henry Ford appealed to President Wilson to excuse his son from the draft, in the fall of 1917, pointing out that Edsel Ford was necessary to the carrying out of the firm's government contracts, as he was "the second highest directing executive of either corporation (Ford Motor Co. and Henry Ford and Son)." While there was much criticism of the exemption of Edsel Ford, he proved his ability by the manner in which the Ford factories performed their contracts.

Edsel Ford married Miss Eleanore Clay, December 1, 1916, and has a son, Henry Ford II, born September 4, 1917. His marriage was an automobile event, as his bride was a niece of the late J. L. Hudson, who furnished the funds when Howard Coffin and his associates organised the Hudson Motor Car Co. The marriage was solemnised in the old Hudson home.

Although one of Detroit's wealthiest men Edsel Ford is a quiet unassuming fellow, and mingles but little in society. He takes great pleasure in motoring, and enjoys transcontinental touring. After he completed his instruction in the factory his father set a transcontinental tour in a Ford car as a post-graduate course. Although the young man had some misgivings before he started his long drive, he surprised his friends on his return from the Pacific coast by his conversion to the joys of touring.

His salary as president will be G.$150,000 a year.

The road is mightier than the pen in proving the quality of a tyre.

The records of big mileages run by Dunlop Tyres are concrete proof of this. No other tyre stands up to its work *quite* like the Dunlop.

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Prompt settlement. Repairs not involving a sum of over Tls. 50 may be put in hand at once by Assured.

THEFT COVERED
Including theft of spare parts, rugs and any of the paraphernalia that an owner often carries in his car.

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10% allowed off first renewal premium when no claim has arisen: 15% off second and subsequent renewals.

POLICY TRANSFERABLE
Policy may be transferred to other owner or to cover other car.

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Rebates are granted, for reduced risk, on a liberal scale.

TRANSIT RISK
The transit risk includes shipment to and from any ports in China.

This company's premiums have been arranged to meet the actual risks incident to running a car, and will be found to be the cheapest obtainable. The facilities of this insurance are extended to meet practically all demands, except to pay fines for furious driving, the cost of renewing punctured tyres, and of maintaining a car against wear and tear.

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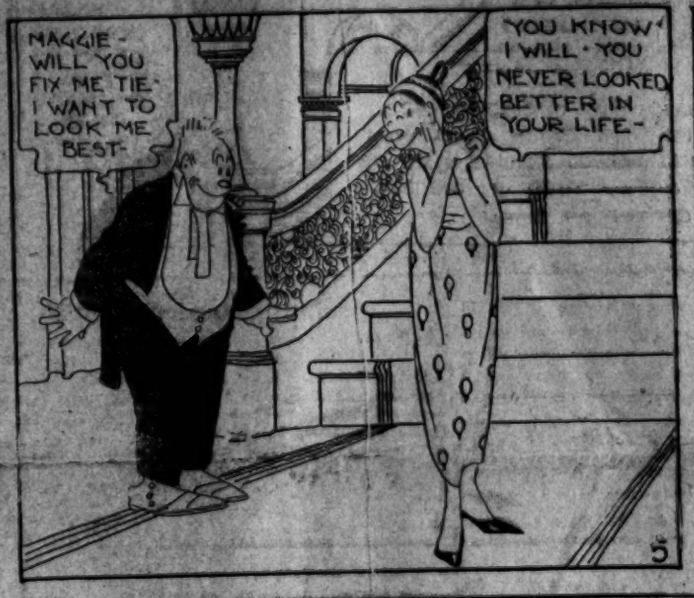
Sporting and Comic Picture Section
Sunday, March 16th, 1919

Bringing Up Father

MAGGIE - LET'S GIVE A SWELL DINNER TONIGHT - A SORT OF SURPRISE PARTY - I'LL SEND TELEGRAMS TO ALL OUR BEST FRIENDS -
WHY - DEAR - HOW THOUGHTFUL OF YOU -
2

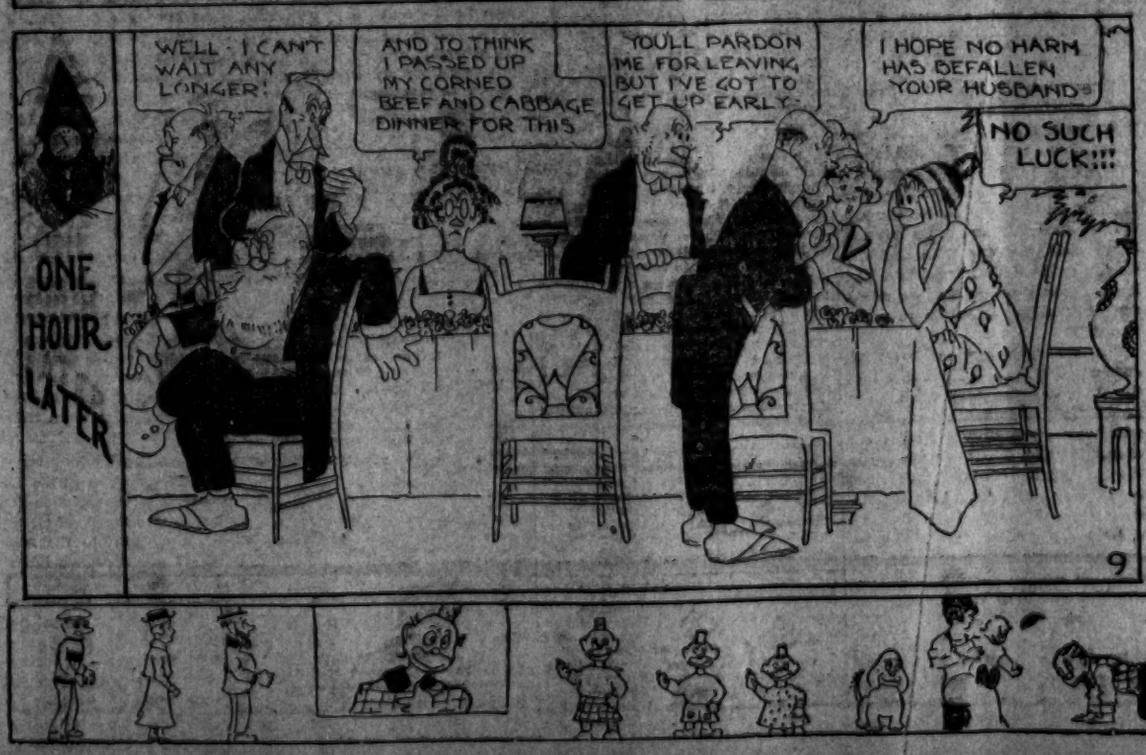
WE'LL ONLY INVITE THE SWELL ONES - MR. AND MRS. SPONGE MR. AND MRS. YEAST MISS TIRE - MR. DOUGH AND -
I'M SO GLAD YOU'RE NOT THINKING OF DINTY MOORE!
3

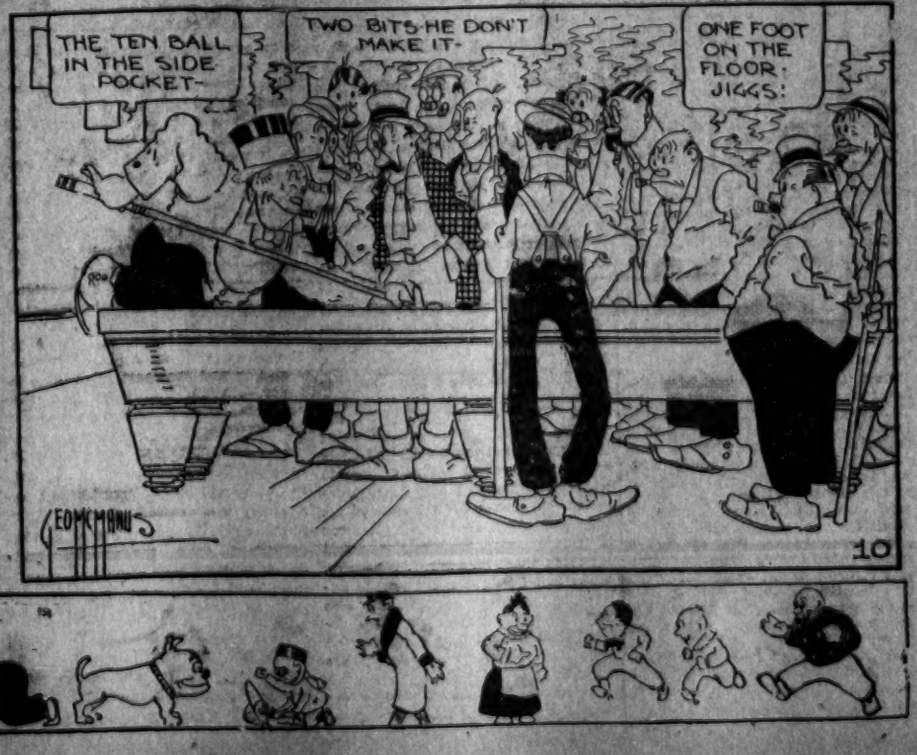
YOU'RE A JEWEL - YOU ARE SHOWING YOUR REAL CHARACTER NOW -
I'VE SENT FOR SOME FLOWERS - WAIT UNTIL YOU SEE HOW I'M GONNA FIX THE TABLE!
4



MR. GROGAN WANTS TO SPEAK TO YOU ON THE PHONE -
TELL HIM - I'M TOO BUSY WE HAVE COMPANY TONIGHT
JIGGS - YOU HAVE GONE UP A HUNDRED PERCENT IN MY ESTIMATION.
6

TO HIMSELF
I'M GLAD I WAS INVITED - I'VE HAD NOTHING AT HOME BUT HASH FOR THE LAST WEEK!
I HOPE HE DOESN'T TALK LONG - I'M STARVED!
MY - I'M PROUD OF HIM TONIGHT -
HE MUST BE TRYING TO SQUARE HIMSELF -
NOW - IF YOU'LL ALL SHUT YOUR EYES - COUNT UP TO A HUNDRED AN' DON'T PEEP - YOU'LL GIT A SURPRISE -
8


ONE HOUR LATER
WELL - I CAN'T WAIT ANY LONGER!
AND TO THINK I PASSED UP MY CORNED BEEF AND CABBAGE DINNER FOR THIS
YOU'LL PARDON ME FOR LEAVING BUT I'VE GOT TO GET UP EARLY -
I HOPE NO HARM HAS BEFALLEN YOUR HUSBAND
NO SUCH LUCK!!!
9



SHANGHAI, SUNDAY, MARCH 16, 1919

TRAINING SCHOOL LIKELY CHAMPS

Y.M.C.A. Basketball Team Victory Over Rowing Club Makes Title Nearly Sure

REFEREE QUESTION ARISES

Choice Of Officials Will Be Problem For Next Season's League

STANDING OF THE TEAMS

	W.	L.	P.C.
Training School	9	2	.818
Y.M.C.A. Blues	10	3	.769
Rowing Club	8	4	.666
American School	2	8	.200
Y.M.C.A. Reds	2	9	.180
U.S. Navy	1	11	.083

Games This Week

Tomorrow
Reds vs. American School at Rowing Club.

Wednesday
Navy vs. Rowing Club at Rowing Club.

Thursday
Reds vs. Training School at Y.M.C.A.

With but one hard game remaining for the Y.M.C.A. Training School five, that against the Rowing Club a week from tomorrow, the aggregation made up of full-fledged and soon-to-be physical directors looks like the first winner of a Shanghai Amateur Basketball League title. The Training School has two other games playing the Reds on Thursday of this week and the Navy on March 29. Victories over the Reds and Navy should be easy and on paper the Training School should beat the Rowing Club.

Three games are carded this week, which marks the return of the American School quintet to the league after being seriously crippled by the influenza epidemic. All the other league teams have agreed to play the schoolboys all postponed games and this may mean a slight change in the standing.

Under the league rules, the games are forfeited when a team fails to appear but it is believed that the concession will be made because the failure to show on the scheduled dates was the misfortune and not the fault of the American School five.

Season Over In Fortnight

The season will close a week from next Saturday night when the American School is scheduled to play the Rowing Club and the Navy and Training School quintets are billed. The Navy team has forfeited the last two games and will probably not appear for the rest.

The sailors have been handicapped all the season because they have not had sufficient time for practice or practice games. Time and again no players were available and some players refused to show up under any consideration. Early reverses brought players out to practice sessions for a short time and then movement of ships interfered.

The Training School has the logical claim on the title as the team has played consistent and clean basketball throughout the season. The players have regular practice sessions and keep in perfect physical condition.

Season A Success

The season was far from being unsuccessful despite the reverses suffered by the American School and Navy quintets. Three teams loomed up above the rest, the Training School, Rowing Club and Blues. There is talk of a post-season series between the Blues and Rowing Club as there is intense rivalry between the fives. The Rowing Club is willing to play three games against the Training School at the end of the season but the referee question will probably prevent.

A solution of this problem must be found if the Shanghai Amateur Basketball League is to continue in existence. When the league came into being, it was agreed that no officials connected any way with either of the playing teams should act as referees and umpires. This rule has been unwisely laid aside.

There are men in Shanghai who know the game and can officiate but they are not called upon to work the games because at least one team insists on selecting its own officials. This must be remedied if the league is resumed next year. Officials must be selected at the beginning of the year to work throughout the season.

May Reorganise Next Year

There is talk of reorganizing the circuit for 1920 and putting the executive positions in the hands of interested sportsmen who follow the games but are not players. One man, thoroughly aquainted with running basketball, who is placed in an executive position and given power to act could avert trouble.

The revival of the game is due almost entirely to the efforts of Rowing Club men. The Club five started the circuit and will go through with the schedule although the team nearly decided to pull out after the game against the Training School. Whether or not the grievances are justified is another matter but the Rowing Club is going through and basketball will continue to thrive.

Smiles from the Mixed Court

It was just at the start of the ebb tide and Soochow Creek teemed with the evening exodus of vociferously manned Chinese craft. Enthralled by the hysterical animation of the scene a lady leaned over the railing of the Garden Bridge, lending a complacent and unsuspecting alien ear to the hectic recriminations of sampan laodahs and the crews of junks. And as she leaned thus engrossed there happened along one Dzung Dai-fok, of impecunious state and calloused conscience, who observed that from her listless fingers there dangled a seductively bulging handbag.

Shifting briefly from this picture let us glance southward and note the No. 2 tramcar coming up the Bund toward the bridge, paying particular attention to the athletic looking Japanese gentleman standing upon the front platform.

Our attention and that of the Japanese gentleman is now distracted rapidly back again to the bridge by a lady's scream and the sight of Dzung Dai-fok leaping madly down the walk, bearing the handbag. The Japanese gentleman slipped lightly from the tram and sped to intercept the runner, who saw him and swerved into the gate leading down to the Public Gardens. The pursuer did likewise. Glancing back over his shoulder Dzung was seized with misgiving. Whereupon, being a true Oriental, he reversed the Westernised ideas of Mr. Silverstein, who recently removed the Mikimoto jewels from the hedge of the same garden, throwing them into the river when the pursuit grew hot. Dzung chucked the handbag into the hedge and cast himself into the Whangpoo. The Japanese gentleman splashed in after him, took him by the neck and retrieved him to dry land.

Dzung was so utterly disgusted with everything that he didn't show much interest in the court proceedings. He made a final half-hearted effort to convince the Magistrate that he had picked the bag up from the ground and had only been running and swimming for exercise, but it was apparent from the way in which he received his 18 months' sentence that he hadn't expected much less.

Shantung Road Social Notice

In discharge of their social responsibilities Messrs. Woo Loo-ching and Zung Foh-shing dropped in the other evening at the domicile of Mr. Zien Pao-sung, prominent ginseng merchant, on Shantung Road. And there they sat for some time, passing pleasantries with the Zien family and fortifying themselves between remarks with the generous bowls of congee which Madame Zien had prepared for the occasion.

The Ziens, as it happened, occupied the fore part of the building, other roomers being situated in the rear apartments, and as the evening wore on there sounded forth from these apartments the alluring clatter of the dominino and the tinkle of small money. The symphony was too much for Woo, who had by this time exhausted both his stock of commentaries on the weather and his supply of rice. He said he thought he'd have a look at the game and excused himself from the party. Zung remained behind to chat with his hosts and things went along smoothly for a while. A sudden uproar in the rear of the premises broke up the party. Instantly Zien and Zung were seized with the premonition that all was not well with Woo. They dashed back to the gaming room. In verification of their apprehensions they found their friend engaged in violent dispute with Yang Doo-chi and Pau Yue-loong. In anxious realisation of his responsibilities as host Zien flung himself between the disputants and exhorted them earnestly to behave. Yang and Pau did not take his advice kindly. One of them hit him with a chair. Inspired by the success of this move they started in on Woo and Zung. Then the police arrived.

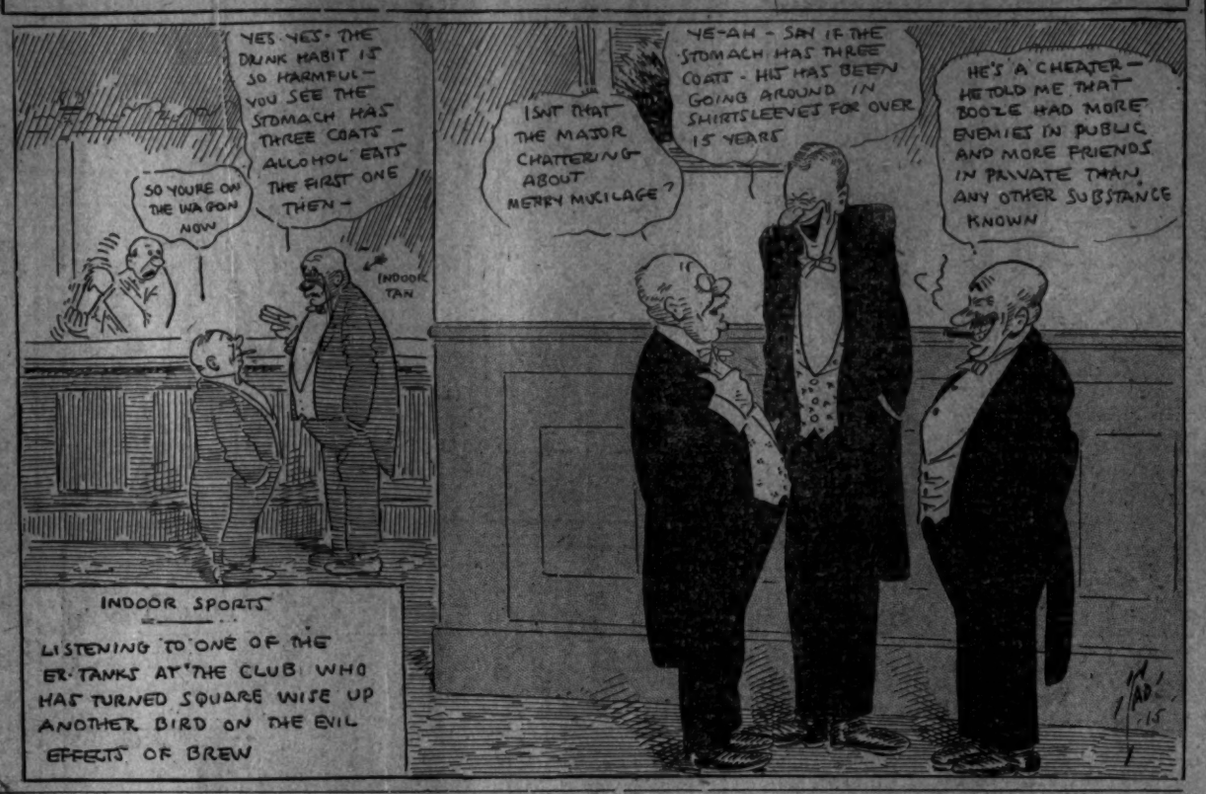
Yang and Pau denied Woo's declaration that they had started the argument and put the onus on their accuser. He had come into the game unvited, they declared, and if he consistently lost it was simply a matter of joss and not their fault. Of course there was a dispute, but not until Woo had quit in a huff and grabbed a dollar off the table. Certainly there had been a fight, but it was not Woo and Zien who had suffered—it was themselves. And then, when they had refused to burn candles at Zien's order, to signify that they were in the wrong, their neighbor had them arrested in order to save his face.

The chief evidences of damage in the case were those displayed by Woo and Zien and the court ruled in their favor, offering Yang and Pau the choice between $5 or 5 days.

Li Misteps

Li Ah-tsung was charged with breaking into a godown, with intent to carry away a quantity of the ricsha tires stored therein. Loh Zong-sung testified to seeing the defendant enter the premises and stated that he gave chase and found the interloper hiding in a corner. Li demurred. He said he was not hiding. He had caught his foot on some obstacle and fallen into the corner. Thereby stumbling also into a cell at the Municipal Jail for a month's stay.

INDOOR SPORTS By Tad


YES-YES-THE DRINK HABIT IS SO HARMFUL— YOU SEE THE STOMACH HAS THREE COATS— ALCOHOL EATS THE FIRST ONE THEN—
SO YOU'RE ON THE WAGON NOW
INDOOR TAN
ISN'T THAT THE MAJOR CHATTERING ABOUT MERRY MUCILAGE?
YE-AH - SAY IF THE STOMACH HAS THREE COATS - HE HAS BEEN GOING AROUND IN SHIRTSLEEVES FOR OVER 15 YEARS
HE'S A CHEATER— HE TOLD ME THAT BOOZE HAD MORE ENEMIES IN PUBLIC AND MORE FRIENDS IN PRIVATE THAN ANY OTHER SUBSTANCE KNOWN
YES
INDOOR SPORTS
LISTENING TO ONE OF THE ER-TANKS AT THE CLUB WHO HAS TURNED SQUARE WISE UP ANOTHER BIRD ON THE EVIL EFFECTS OF BREW

At The Theaters

The Howitt-Phillips company will be seen at the Lyceum three nights longer, terminating their return engagement sooner than previously anticipated. The play tomorrow night will be the popular "Peg o' My Heart." "Glad Eye," a farce, and a Canadian drama called "The Land of Promise" are the other two productions to be given.

The Dollie Sisters are showing for the last time on the Apollo screen this evening. Frank Keenan in "Loaded Dice" is the attraction for today's matinee. Beginning tomorrow night will be shown "Sudden Jim" with Charles Ray in the title role. A new British Gazette and a two-part Fox comedy film also form part of the bill.

The delightful fairy tale "Snow White," with Marguerite Clark in the principal part, is announced for the Olympic Theater at today's matinee and evening performances and tomorrow night. The film is in seven parts.

Dustin Farnum in "Cameo Kirby" a five-part play, is the headline number at the Victoria tonight and tomorrow night and at today's matinee. The last two episodes of "The Great Secret" will also be shown this afternoon.

At the Isis Theater the 17th, 18th and 19th episodes of "The House of Hate," sensational mystery serial, will constitute the program for tomorrow, Tuesday and Wednesday nights. The 15th and 16th episodes of "The Mystery Ship" begin Thursday night.

Behind-The-Footlights Tattle

By Domino

"The Gondoliers" have come and gone, having on six occasions sung and danced their way into the hearts of a Shanghai audience. The popular verdict is that the production was a distinct success and at once the hope is generally expressed that Gilbert and Sullivan will not be absent again from us for so long.

Shanghai has a crowd of singers which, under the capable tuition of Mr. R. C. Young, combines to make a fine chorus, and with Gilbert and Sullivan the chorus means a big portion of the show. As an outcome of the enthusiasm of the people composing the chorus a definite step has already been taken to produce "The Pirates of Penzance" early in the coming season—a fine work that is sure to be popular.

* * *

The lot of a musical director is not a happy one at the opening stages of a piece and even when all is in readiness, there are times when he finds his stray hairs endeavoring to stand on end. Let me explain.

Can you imagine the agony of two sensitive ears having to listen to the sopranos gallivanting away at their own sweet will and with a regal confidence, chased by the doubling altos, followed up by the nervous looking tenors, and rumbling away behind them the breathless bass? Can you sympathise with a "Young" expression when a basso profundo, in order to do a top "E" justice, lets out a bellow when the mark is plainly pp, or when a tenor slides gracefully up to "A" and is then so pleased with the effort that he hangs on, happily unconscious that the rest of the chorus are attending to bars a little farther down the score? Well these are some of the early difficulties that in "The Gondoliers" were so well surmounted.

* * *

Later when the music is all ready and principals and chorus think they can sing it on their head, then other troubles arise. They get their head, and it's everyone for his or her self, Young for us all, and save the band if you can. Yes, it is when the confident singers forget the baton that disasters arise and the conductor feels that he would like his wand to grow so that he might use it "in ways that were never meant."

But we have not faced all the difficulties. It is a curious fact that "as long as the tune has a right good swing it doesn't much matter what words you sing." But as the chorus in "The Gondoliers" tells you the opening stages of the plot it has been very essential that words, words, words, should be heard and understood. I think in this department the music master proved a fine elocution teacher for his pupils did sing the words so that an audience might understand them.

* * *

By the way one young lady did ask just what the contadini were singing when the curtain went up first. I'll tell what they sang and afterwards what she thought they sang:

List and learn, List and learn
List and learn, ye dainty roses,
Roses white and roses red
Why we bind you into poses
Ere your morning bloom has fled.

The young lady imagined they sang:

Mr. Loehr, Mr. Loehr
Mr. Loehr's a dainty rosy,
Nose is white and Nose is red,
Why he's kind and oh so cosy
He's no hair upon his head.

So you see how important it is really to say the right thing. No wonder the fair one anticipated a rollicking farce.

* * *

Despite all the troubles playgoers are fairly unanimous in noting it O.K. so our genial musical director can now pack up his troubles in that nice traveling bag that he had presented to him and smile, smile, smile and get ready some more shows like "The Gondoliers."

* * *

"There's nothing like work, stick to it" says one of the Gondoliers and that is just what the amateurs are doing. I hear that the A.D.C. are getting busy with "His Son and Heir," a charming comedy by Annesley Vachel and that a band of American thespians are endeavoring to put on "The Fortune Hunter" early in May. Both plays are good and should be popular, that is if their rivals "The Flu" and "the Dancing Craze" do not interfere with rehearsals or audiences.

* * *

The Shanghai Specials' Sing-Song-Smoker will take place at the Lyceum Theater on Saturday March 29 and from what I hear it is going to be something special. I tried to get hold of the producer so as to get a line upon the various stunts but he is as elusive as the Scarlet Pimpernel. Even the ladies of the show won't give away any of the items. They tell me that they are going to dance, and that the second part is to be a revue depicting all the doings of the Specials. It is so up-to-date that even the German doctors and Sinnecker himself are discovered. The downstairs portion of the theater will be converted into a spacious room in which small tables and big coppers will indulge in loganberry juice and such like beverages. Only men will be admitted and if you want to get in on the show collar a Special and tell him to send along to Mr. Macdonald at Messrs. Dodwell and Co. for tickets. First come, first served and there will not be an unlimited supply of tables.

* * *

With snappy American musical comedy skits and new songs and dances, the Banvard Musical Comedy Company opens at the Olympic Theater Tuesday night. The Company will begin with "The Suffragettes" and announces "Hello, Hawaii!" for Thursday and Friday nights, "Oh, Papa" for next Saturday and Sunday and "The Bell Boy" for Monday and Tuesday, March 24 and 25.

The Banvard Company includes 17 American artists who all claim to be stars, and from what the Japan papers say they all twinkle some. The pictures that are being displayed of the beauty chorus look good. If that little pack of Suffragettes only sing and dance as well as they look then by all means give them the vote and anything else they want.

Shanghai Harriers' Club

Smith Wins Mile Run

A small field of runners and quite a considerable crowd of spectators turned out yesterday for the Harriers' one mile handicap over the Hongkew Park track. The event proved a wearing grind for the contestants, the track being inches deep in slimy mud, but a good race was staged notwithstanding.

At the start T. McKenna took the lead and held the position up to the last hundred yards when H. Lawrie Smith, one of the Club's most promising youngsters, spurted to the fore, taking the race in good style. He rattled off the last quarter in 1 minute and 22 seconds, very good time considering the condition of the track. The first three men in were Smith, McKenna and J. Smeedan, the winner's time being 5 minutes and 16 seconds.

Officials for the race were Messrs. J. Watson and F. S. Bridges, judges; Mr. F. W. White, referee; Mr. T. Dunne, starter, and Mr. V. Hyndman, timekeeper.

The Hongkew track is a scene of athletic activity nightly now, with a batch of young runners consistently on hand in training for the Harriers' Club's forthcoming athletic meet, scheduled for May 3. A fine lot of trophies has been donated for the twenty events which are to be staged and intending entrants may obtain all particulars of the requirements by applying to Mr. F. W. White, 38 Kiangse Road. A considerable number of entries have already come in and it is expected that there will be strong competition for the prizes. Three local championships will be decided at the meet—a one mile bicycle race, a 220 yard flat race, and a half-mile run. There will also be a half-mile event open to members of the defense forces and a 220 yard run for the "Specials."

The Harriers' cross-country season closes next Saturday.

Answers To Queries

Sporting Editor, THE CHINA PRESS

Does Ty Cobb bat right or left handed? The boys want to settle a bet.

D. G. B.,
Ershilipu Station, Shantung.

Ty Cobb bats left handed. This is one of the reasons he beats out so many hits as he makes a lightning getaway with the swing.

Sporting Editor, THE CHINA PRESS

When was the championship fight between Jack Johnson and Jim Jeffries?

P. A.,
Shanghai.

Jack Johnson and James J. Jeffries fought for the heavyweight championship of the world at Reno, Nevada, on July 4, 1910. Johnson won in the 15th round by a knockout.

RACES ON WEDNESDAY

The Paper Hunt Club races, postponed from yesterday on account of the weather and condition of the track, will be held next Wednesday afternoon, unless the demon of ill luck which has dogged the Club all the season turns on the rain once more.

LONDON PLAGUED BY GOLF THIEVES

Burglars Have Regular System For Raiding Lockers In Clubhouses

GOSSIP OF RACE TRACKS

Jockey Transportation For Meetings And Rationing For Horses Are Satisfactory

China Press Correspondence

London, January 5.—With golf balls selling at sky high prices and a supply that is totally inadequate to the demand, the thieving fraternity have discovered a new source of revenue.

During the past year there has been an extraordinary outbreak of burglaries at clubhouses belonging to golf clubs. So great has the evil grown that many of the insurance companies have refused to renew policies of burglary insurance.

In one instance—that of Sandy Lodge Club, which has been visited by thieves no less than seven times within as many weeks—the company even went to the length of cancelling the policy before its expiration.

Around London there have been at the very lowest estimate 100 of these burglaries. The general impression is that the raids have been the work of one gang.

Many club committees are considering the advisability of making closer inquiries into the credentials of visitors, for it is certain that some of these thefts have been carried out in the daytime, when only a person possessed of some apparent right to use the clubhouse and dressing rooms would have a chance of obtaining admission.

In one case a well dressed golfer who said he was a member was suspected by the steward, but disappeared while the latter was hunting through the membership list for the name given by the stranger.

At a club in Surrey three persons drove up in an automobile on a quiet day to inquire the terms of membership, and induced the steward to show them all over the premises. They got away with a great number of balls and took little else.

Many members who are returning to the clubs after absence on war duties are finding that their lockers have been raided in their absence, and that the difficulties of replacing the stolen goods, especially balls, are greater than they anticipated. In every instance the clearance of rubber cored balls has been complete.

There is still a big traffic of a surreptitious nature in golf balls, and unkind critics suggest that the thieves supply the medium of exchange between the property and the members of the neighboring clubs.

Solve Rationing Problem

Though it was announced racing would be resumed in England on a pre-war basis, horseowners here greatly were worried about the transport and rationing problems. They were relieved by the Jockey Club's encouraging statement. It is:

"The railway executive committee has expressed its willingness to provide what facilities it can for the conveyance of horses and the public to and from meetings, subject always to any unforeseen exigencies in connection with the demobilisation of his Majesty's forces.

"With regard to the rationing of racehorses, the stewards hope shortly to be able to inform all trainers (by circular) exactly what ration has been fixed. In the meantime they are able to say that the controller of horse transport has advised them that he does not anticipate any difficulty in the way of reasonable ration being allowed next year both of cereal foodstuffs and of hay for the number of horses likely to be in training."

Revive English Rowing

The committee of the Leander Club has passed a resolution that the club invite the officials of all amateur boat clubs affiliated to the Amateur Rowing Association, the honorable secretaries of regattas and members of clubs affiliated to the Amateur Rowing Association to a meeting this month to consider what steps should be taken to revive amateur rowing.

At this meeting a resolution will be proposed stating that it is not desirable that the Henley Royal Regatta be held in 1919, but that the committee

of management of Henley Regatta be requested to hold an interim regatta there in July next. The Thames Amateur Rowing Council will also be asked to arrange for a limited number of regattas next season.

Ancnt American Football

Commenting upon a game of American football between two teams of a United States battle squadron, the Times recently said:

"There are multifarious rules and definitions; it is highly specialised and team work, of which we hear so much nowadays, plays a large part. It was not by any means so 'ferocious' as some folks imagine, although hard enough in all conscience. There were no casualties of the least seriousness, hard as the tackling was. There was very little open play, but one cannot imagine that there ever can be such. (Then followed an explanation of the manner of scoring points, the dimensions of the field and the description of the goal posts). Codes by numbers are used, and I was told by an enthusiast that the carefully trained teams in the United State have as many as eighty different 'plays,' as he called them, and they vary them constantly. In these 'mauls,' or whatever one should call them, there is no doubt extreme skill in the placing of the men, and in each of them doing his apportioned task. There is certainly infinite dash and much hard tackling, but the 'inwardness' of it cannot be grasped by the casual observer any more than the wall game at Eton."

S.R.A. Shoot For Red Cross Cup

The competition for the Siberian Red Cross Cup, presented by Mr. T. T. Chow, will be held on March 29 at 2 p.m. Entries close on March 27 at noon. The conditions follow:

1. The competition is open to all members of the Defense Forces and Shanghai Rifle Association.
2. Rifle and Sights.—Service rifles and open sights, as issued by the S. V. C.
   Match rifles or barrels not allowed.
3. Ranges, Targets, Positions and Qualification.
   Practice 1.—200 yards. Target 4 ft. square, colored brown and traced with outline of a running man. Invisible at firing point, where a specimen target will be on view. Target will be exposed for 20 seconds during which three shots may be fired. Position kneeling. Any competitor failing to register at least one hit on the running man figure will be counted out of the competition.
   Practice 2.—150 yards. Target, running man silhouette. Target will run half the width of the butts, during which three shots may be fired. Position standing. Any competitor failing to register at least one hit will be counted out of the competition.
   Practice 3.—100 yards. Target, iron plate, one foot square, painted white and arranged in pairs, hidden behind a dummy target. Competitors will be drawn in pairs and on the disappearance of the dummy will open fire on the iron plates with cross-fire, i.e., the competitor on the right of the pair will fire on the left hand target and the left hand competitor on the right hand target. The plates are so arranged as to fall down when struck, and on the fall of any target the competitor opposite that target will be counted out. Failure on the part of both competitors of a pair to knock out their opponent entails both being counted out. Position standing. Three shots each.
   Surviving competitors will be redrawn in pairs as many times as necessary until only one competitor remains.
4. Misfires, etc.—No allowance of time or extra ammunition will be made in the case of jams, misfires or similar casualties.
5. Entrance Fee.—The entrance fee will be $1. Post entries $2. (The whole proceeds of this competition, after deducting expenses, will be devoted to the Allied Red Cross Fund, in Siberia.) are to be sent to A. M. Collaco, Secretary and Treasurer, care of Russo-Asiatic Bank, or Q. M. Sergt. W. T. Rose, care of Orderly Room, S. V. C.

Mirovitch, Piastro And Paci

An announcement which should make a strong appeal to all local music lovers is that telling of a concert arranged for March 31 in which Alfred Mirovitch, Michael Piastro and Mario Paci will appear together. All of the artists are well known here and their work has won sincere praise. The program being arranged includes some fine selections. It will open with a rendition of Mozart by Signor Paci, with orchestra, and will include selections of Beethoven and Grieg, by Messrs. Piastro and Mirovitch and other numbers by the artists in conjunction.

ARRIVALS IN JAPAN

(Reuter's Pacific Service)

Tokio, March 14.—Mr. Tang Chi-yu arrived yesterday evening and received a very hearty welcome.

The new French Ambassador, M. Bapst, arrived this morning.

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per R.M.S. E. of Japan ..Mar. 22
For Japan:
Per N.Y.K. s.s. Omi M. ..Mar. 18
For United Kingdom
*Per B. and S. s.s. Pyrrhus Mar. 17

MAILS DUE

From U.S. and Canada
Per C.P.O.S. s.s. E. of Asia Mar. 16
*Parcels only will be sent by the Pyrrhus.

KEEP TO THE OPEN VETERAN ADVISES

Famous Sportsman, 79 Years Young, Sings Of Great Out Of Doors

HIS HUNTING EXPLOIT

Killed Three Elk With Five Shots, But Wishes He Had Let One Go

By George B. Underwood.

New York, February 1.—As the youthful athletes came tearing down at the tape in the annual high schools track and field championships of the Public Schools Athletic League in the Twenty-third Regiment Armory, Brooklyn, last night one could have noticed an elderly man close to the finish line who betrayed as much interest in each event as if a boy of his own was racing for the honors.

As a matter of fact they were all "his boys," for the white haired senor was Gen. George W. Wingate, founder and president of the Public Schools Athletic League.

The silver of hair and beard are belied by breeziness of manner and springiness of step. Gen. Wingate will be 79 years of age on the day prohibition goes into effect next July, but he has the carriage of a man half his years and his heart is as young as a boy's.

What is the miracle that makes Gen. Wingate "young" at 79? Of what Fountain of Youth has he been drinking? What are the means to follow to reach and enjoy so ripe and full an age? Gen. Wingate hasn't had a sick day since he was 9 years of age. How does he keep so healthy and hardy? To which the General answers:

Divulging The Secret

"Don't worry; take things as they come. Be temperate and regular in all things. If one is getting along into years make it a point to associate with and enjoy the companionship of the young; you will imbibe much of their freshness of spirit. Exercise daily, no matter if it only be ten minutes night and morning. Last but not least get out into the open."

"Get out into the open," reiterates the General, "for if you do you will be killing many birds with one stone. An outdoor man soon learns the evil of worrying. In fact, the spirit of the outdoors banishes worry. Outdoor life invariably carries with it a certain amount of exercise. Outdoor life brings us close to Mother Nature and she teaches the lesson of regularity, temperance and freedom from excess. Outdoor life encourages one to play and play does much to keep us young."

"And so," concludes Gen. Wingate, "the best advice I can give any one who desires to live long and happily is 'Get out into the open.' If you get out of doors enough the other things I laid stress on—freedom from worry, temperance, regularity, exercise—will take care of themselves."

Gen. Wingate essentially is an outdoor man. He has sought and kept to the open since he was knee high to a grasshopper. As soon as his little hands could grasp a gunstock his father put a rifle in his hands and taught him to shoot. He scarcely was bigger than the first fish he caught. He was a wee bit of a lad when the Red Gods first called—and they have been calling ever since.

Gen. Wingate has hunted and fished over half this continent. He has hunted everything from ducks on Long Island to grizzly bears in the Rockies; fished for everything from brook trout to shark. He knows the Nova Scotia salmon just as well as he does the Florida tarpon.

"Though I have hunted and fished for all kinds of game for close to seventy years I never killed anything wantonly," remarks the General. "I never shot anything I did not use the meat of. Carried away by the excitement of the moment in a hunting episode in the Rockies, I once killed three elk when I should have been satisfied with two. That is the only time I ever accused myself of being a 'game hog.' But we had a big party, eight of us including the guides, if I recollect rightly—it was a matter of twenty-five years ago—and we used all the meat. Still I would have been better content if I had let one of the noble animals escape.

"Though in some ways I regret it says the General, "for it had its humorous side and I accomplished the feat of bringing down three elk with five shots.

"It was out in the Henry's Lake country, Idaho, close to Jackson's Hole, the late Col. Roosevelt's favorite hunting ground. We had left our horses in the foothills and my guide and I had been climbing steadily all day without seeing anything, although there was plenty of elk sign all around us.

"Near the top of a peak I gave my field glasses to the guide. He was searching the surrounding country while I was sitting on a log trying to get my wind. We were up about 9,000 feet and the altitude affected me keenly. I had trouble with my breathing and was a little light in the head.

Is Yanked Off Log

"All of a sudden the guide grabbed me by the collar and yanked me off the log. I certainly was surprised by that sudden uplift. Startled and bewildered I looked where he was pointing—and there was a big bull elk!

"He was making for a gap in the mountains about 300 yards away. I forgot all about my light head and short wind and started on the dead run to head him off and get a shot before he reached the gap. I reached the gap, crawled up an incline and peered between the boulders. There was the elk 150 yards away. He presented a good shot, left shoulder on, so I let him have it.

"Suddenly, not a hundred yards ahead and to the left of me, three other elk sprang into view. My gun shot had started them from cover. As fast as I could I pumped the remaining four shots in my magazine into them and had the satisfaction of bringing down two of them.

"The five shots brought down three elk, which certainly was pretty good 'potting.' We were three days cutting the elk up and toting the meat back to camp. The camp did not lack meat for the rest of our stay. In fact, all hands got so sick of elk steaks they swore they never again would be able to look an elk in the face."

Gen. Wingate is just as enthusiastic a huntsman as ever. Only last Saturday he tramped for six hours with a gun over his shoulder hunting pheasants on the Wyandank Club preserve near Smithtown.

"I think the best day's sport I ever enjoyed," says the General, "was at Smithtown January 31, 1917. The thermometer registered 12 below. We had no coal in the club. The temperature was 28 degrees in the sitting room. We had to hunt to warm up. I got my full bag, the limit of four or six—I don't recollect exactly which number—came back to the cold clubhouse and slept the sleep of the just."

A Paper Hunter's Rhymed Lament

By Johnnie Walker

Under date March 9, that is last Sunday, The Scribe received an anonymous letter, which for the benefit of those who have suffered from the wet this winter is now set forth with its accompanying spasm. And may those who have suffered find solace in the beautiful language in which the spasm is couched.

Dear Johnnie Walker:

As I came home from a merry revel
towards the early hours this a.m.,
the rain came down pitter patter and
I bethought myself of a bit of doggerel which runs thus:

There was a blinking sparrow
Flew up a blinking spout
There came a blinking thunderstorm
And washed the blighter out.

This has been ascribed to various writers; its origin is somewhat obscure as doubtless the author meant it to be, but I believe it is still a popular favorite in The Royal Navy.

The fact that it is still extant encouraged the following spasm. Origin, mark you, obscure—very obscure.

Yours, etc.,
JUDE THE OBSCURE.

There was once a blinking Club
That chased some blinking paper
But then the blinking rain
Chased the blighters home again.

And that blinking silly Omar
With his blinking silly Pot
Got smothered in the blinking rain
Let's hope he'll never write again.

And the blinking leisured class
With their blinking Wednesday runs
Got driven by the blinking rain
Back to their home and mother again.

Then the blinking Inconsistent Bird
Stood out to save the blinking crops
But got so soaked by the blinking rain
That now he's recovered his sense again.

And that blinking chap The Scribe
Made the Dianas start behind
Got caught himself by the blinking rain
And the girls won't ride with him again.

It's been a blinking season,
The ruddiest yet we've seen,
But still the blinking, blinking rain
Pours down and down and down again.

We postponed the blinking handicap
We deferred each blinking 'unt
But we couldn't postpone the blinking rain
Which jiggered us up time and again.

And they forbade one blinking rider
To chow in the blinking club
Because the blinking awful rain
Had mired him up; now he's clean again.

At last a blinking Wednesday 'Unt
Was held by a blinking few
But even without the blinking rain
'Twas still No 'UNT once again.

At this the blinking Poet
Couldn't help a blinking grin
For after that the blinking rain
Didn't give them a chance again.

And now the blinking country's closed
Who is the blinking Hoo-doo?
Let's shove him out in the blinking rain
And never see his face again.

And even the blinking Races
And the ruddy Challenge Cup.
Were postponed on account of the blinking rain
And won't be held I'm sure again.

JUDE THE OBSCURE.

And Jude guessed right the very first time, for the blinking rain on Friday caused the 'Unt Races to be put off till Wednesday next, worse luck, for Saturday turned out to be a perfect day. But who is the blinking Hoo-doo who put it across the 'Unt this season? By golly, the young men would give a lot to know.

JEWS GOOD BOXERS

Legionaires Earn The Admiration Of British General.

New York, December 1.—Just before the last contingent of American Jewish Legionaires left their training camp at Egg Buckland, England, for the Palestinian front they received the following message from Major-Gen. Sir Victor Couper, K. C. B., garrison commander:

"On leaving my command I should like to record my appreciation of the Jewish battalion. It has been equally forward in sport. The boxing I have seen in camp is the cleanest I have ever seen, and in the four years before the war I saw a good deal.

"The battalion is now going overseas, where I am confident when it comes to battle they will not forget that they come of a nation famous in history as one of the greatest fighting races in the world."

Another tribute to the pugilistic skill of the Jewish Legionaires was received at the offices of the Zionist Organisation of America from Adolph Hubbard, who is accompanying the American Zionist Medical Unit to Palestine in an administrative capacity. Writing of a visit to the training camp Mr. Hubbard says:

"The day closed with a visit to the boxing tournament, participated in by our boys and all the regiments quartered in the neighborhood. It would have done your eyes good to see the way our fellows administered the medicine to their opponents. The night before our boys won eight out of eleven bouts, and they kept up their record the night we were there."

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GOLF BALLS

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A French Remedy for all Irregularities. Those Ladies[Ladies] keep a box of Martin's Pills in the house, as thatson the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 50 c. from MARTIN, Chemist, SOUTHAMPTON, ENG.

The Shanghai Chemical Laboratory

No. 4 Canton Road

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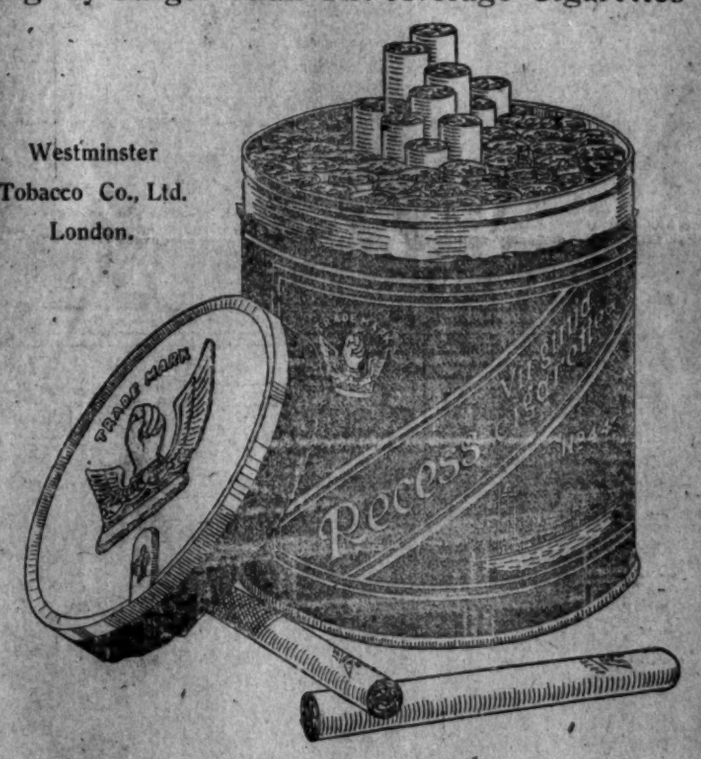

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS		Local	Fast B	Slow	Coolie & Goods	Local	Express B	Local	Local
Shanghai North	dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield	dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Soozwei	dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction	dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South	*dep.*	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction	*dep.*	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Soozkiang	dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashi	dep.	....	9.51	11.52	13.28	....	16.53	18.48	....
Kashing	dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yehsah	dep.	8.45	11.05	13.15	15.50	...	17.53	....	....
Changan	dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow	dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou	arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS		Local	Local	Fast B	Slow	Local	Coolie and Goods	Express B	Local
Zahkou	dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow	dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan	dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yehsah	dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing	dep.	...	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashi	dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Soozkiang	dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction	*dep.*	*8.18*	*10.38*	*11.38*	*14.08*	*16.33*	*17.23*	*18.23*	....
Shanghai South	*arr.*	*8.35*	*10.55*	*11.55*	*14.25*	*16.50*	*17.40*	*18.40*	....
Lunghwa Junction	dep.	....	10.30	11.35	14.05	....	17.18	18.20	....
Soozwei	dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield	dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North	arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

In the Good Old Days

1.
"HEY! WHERE'D YOU COME FROM WITH THAT OLIVE BRANCH?"
"NONE O'YER BUSINESS!"
2. "HUXTREE! ALLA'BOUT MISTER DOVE FINDIN' LAND AN' BRINGIN' BACK SOME SPINACH GREENS TO PROVE IT! HYAAR HUSSTREE!"
EXTRA!!! MR DOVE ARRIVES
3. "IF YOU PLEASE MISSUS DOVE I'D LIKE TO SPEAK TO YOUR HUSBAND."
"HE CAN'T BE DISTURBED. HE'S RESTIN'!"
4. "WOULD YOU LOOK AT THAT?"
"AN' HE WON'T SEE ANYBODY UNTIL WE'RE GOOD AN' READY!"
"THAT DOVE COUPLE CERTAINLY FEEL IMPORTANT!"
5. "THE NERVE OF SOME PEOPLE!"
"WELL, WHAT'RE YOU ALL HANGIN' AROUND HERE FOR?"
"OH! OH! OH! LISTEN. HOW HE SPEAKS TO THE CAPTAIN!"
6. "WHY-ER-MISTER DOVE I'VE CALLED TO ASK YOU WHERE YOU FOUND THAT OLIVE BRANCH"
"I'M NOT SAYIN' WHERE I GOT IT UNLESS YOU AGREE TO A CERTAIN PROPOSITION I'VE GOT TO MAKE. YOU AND I CAN TALK IT OVER PRIVATELY."
"FRESH!"
7. "IT'S THIS WAY CAP. ALL THIS TRIP MY MISSUS HAS WANTED AN OSTRICH PLUME AN' THE OSTRICH COUPLE WOULDN'T EVER LOOSEN UP WITH ONE, NOW IT'S UP TO YOU TO GET HER ONE OR I WON'T COME ACROSS WITH THE INFORMATION YOU'RE LOOKIN' FOR."
8. "MONK, YOU'RE A TRICKY KIND OF AN INDIVIDUAL AND NOW I'VE GOT A PROBLEM THAT YOU AND I MIGHT GET TOGETHER ON AND MAKE YOUR TALENT USEFUL—"
"WHA'S THERE IN IT FER ME?"
9.
"HEY, FEATHERS! I KNOW WHERE THERE'S A SWELL LAYOUT OF YOUR KIND OF FEED!!"
"LEAD ME TO IT BUT MIND YOU NO MONKEYIN'!"
10.
"GEE!"
"LOOK IN THAT KNOTHOLE!"
11
"YUMMY YUM!"
12. "FOR SOME REASON OR ANOTHER I CAN'T GET OUT OF THIS!"
13.
"LEGGO O' MY FEATHERS!"
"YUH BIG BOOB! I'M TRYIN' TO HELP YOU OUT!"
14 "MISSUS DOVE. IT IS WITH GREAT PLEASURE THAT I PRESENT YOU WITH THIS LITTLE TOKEN OF THE ESTEEM IN WHICH YOU ARE HELD BY THE CREW AND PASSENGERS OF THE ARK."
15.
"HEY NOAH WHAT'S HE SAY?"
"GOO' BOY, CAP! LISTEN—"
16 "HARD A PORT AN' HEAD 'ER DUE SOUTH! MISTER EAGLE TAKE THE LOOKOUT TO REPORT LAND!"
"YOU LOOK NIFTY!"
"I OWE IT ALL TO YOU DEAR!"
"HEY CAP' SOME O' THESE PEANUTS IS BURNED!"
SWINNERTON